

Number.	District.	Date of return from each district.	Rainfall at and under station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
47	Maunbhoom ...	Aug. 12th	4.7	Favorable ...	Generally favorable.	
48	Singbhoom ...	" 12th	2.5	Rainy ...	Favorable.	
49	Durrung ...	" 5th	4.8	Variable ...	Fair.	
50	Nowgong ...	" 5th	.9	Cloudy ...	Ous promising; Amun not very favorable, for want of rain.	Earthquake at 9½ P.M., on 30th July 1871.
51	Sebsaugor ...	" 5th	1.7	Close ...	Fair, Amun plants being transplanted.	Ditto ditto, followed by a heavy thunder-storm with vivid lightning.
52	Kamroop ...	" 5th	.9	Gloomy, still, and hot.	Want of rain retards the trans-plantation of Amun crop.	
53	Luckimpore ...	" 5th	3.4	Unduly dry and sultry.	No apprehension as regards rice crop.	
54	Khasi and Jynteah Hills.					
55	Naga Hills.					
56	Julpigoree ...	" 4th	.3	Very hot and dry	Promising, but wants more rain.	
57	Gowalparah ...	" 7th	.8	Excessively hot and dry.	Amun suffering from want of rain.	
58	Garó Hills ...	" 5th	1.2	Fair ...	Good.	
59	Darjeeling ...	" 5th	2.1	Healthy ...	Same as last week.	
60	Cooch Behar ...	" 5th	•	No rain ...	Fair, if it rains soon.	• No rain-guage.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information,

FORT WILLIAM,
The 15th August 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 24th to 30th July 1871.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	4.40	0.80	39.28	8th Aug. 1871.	
	Cuttack { Jail ...	3.48	0.99	34.71	ditto.	
	False Point ...	2.60	Not received	34.90	30th July 1871.	
	Jajipore ...	10.84	ditto	51.66	ditto.	
	Kendraparah ...	0.10	ditto	27.70	ditto.	
	Jugutsingapore ...	2.10	ditto	30.23	ditto.	
	Sumbulpore ...	3.96	ditto	25.77	ditto.	
	Balasore ...	8.50	2.43	36.49	6th Aug. 1871.	
	Bhuddruck ...	3.12	2.19	35.63	ditto.	
	Poorce ...	2.61	1.09	36.48	ditto.	
CHOTA NAGPUR.	Khoordah ...	Not received	Not received	34.19	23rd July 1871.	
	Hazareebaugh ...	1.86	3.01	24.14	6th Aug. 1871.	
	Burhee ...	3.88	1.86	28.92	ditto.	
	Pachamba ...	3.00	4.32	33.66	ditto.	
	Ranchee ...	3.12	3.49	35.77	ditto.	
	Palamow ...	3.70	0.63	30.03	ditto.	
	Purulia ...	4.87	2.91	38.02	ditto.	From 12th June.
	Gobindpore ...	2.51	2.93	25.51	ditto.	
	Chyebassa ...	3.11	1.60	30.07	ditto.	
PATNA.	Patna ...	0.10	1.47	32.32	ditto.	
	Beher ...	2.20	2.59	35.33	ditto.	
	Barh ...	1.83	0.83	23.09	ditto.	
	Dinapore ...	0.05	1.30	27.79	ditto.	
	Gya ...	1.02	1.25	27.28	ditto.	
	Sherghotty ...	1.65	1.44	22.77	ditto.	
	Nowadah ...	1.60	1.60	25.34	ditto.	
	Arungabad ...	2.00	2.57	18.16	ditto.	
	Champaran ...	Not received	Not received	21.77	10th July 1871.	From 5th June.
	Bettiah ...	2.42	0.30	25.31	6th Aug. 1871.	
BHAUGULPORE.	Chuprah ...	0.52	0.13	31.80	ditto.	
	Sewan ...	0.16	Not received	27.67	30th July 1871.	
	Mozufferpore ...	1.80	Nil	33.68	6th Aug. 1871.	Not received 15th to 21st May.
	Durbhangah ...	0.42	2.39	41.71	ditto.	
	Seetamaree ...	1.80	0.60	29.46	ditto.	Not recorded 6th to 19th March.
	Tajpore ...	1.70	0.85	27.59	ditto.	From 1st April.
	Mudhubani ...	1.76	0.29	26.52	ditto.	From 22nd May.
	Hajipore ...	0.78	1.41	18.75	ditto.	
	Arrah ...	0.33	1.09	26.46	ditto.	
	Buxar ...	1.30	1.90	37.65	ditto.	
BHAUGULPORE.	Sasseram ...	2.54	1.60	23.96	ditto.	
	Bhubhooh ...	0.63	1.18	33.67	ditto.	
	Benares ...	3.30	Not received	25.63	30th July 1871.	
	Bhangulpore ...	4.63	2.41	25.11	6th Aug. 1871.	Not received 10th to 16th July.
	Mudheypoorah ...	1.05	Not received	27.06	30th July 1871.	
	Banka ...	0.08	ditto	27.14	ditto.	
	Monghyr ...	4.26	0.61	32.14	6th Aug. 1871.	
	Jamooie ...	3.02	0.74	31.42	ditto.	
	Begoozari ...	4.79	0.12	29.82	ditto.	From 13th Feb.
	Deoghur ...	2.73	3.78	30.85	ditto.	From 12th Feb.
RAJSHAHY.	Jamtara ...	4.09	3.30	40.38	ditto.	From 21st May.
	Rajmehal ...	1.90	0.50	38.30	ditto.	
	Pakour ...	2.30	1.90	25.20	ditto.	
	Purneah ...	2.52	3.37	40.57	ditto.	From 12th June.
	Kishengunge ...	1.64	3.92	32.51	ditto.	From 26th June.
	Arraria ...	2.35	0.30	27.68	ditto.	
	Rampore Beaulah ...	0.48	7.09	47.85	ditto.	
	Nattore ...	0.39	4.20	52.30	ditto.	
	Bograh ...	0.12	0.28	59.98	ditto.	
	Dinapore ...	0.12	3.35	46.17	ditto.	
BHAUGULPORE.	Malidah ...	1.01	2.50	31.94	ditto.	
	Berhampore ...	1.73	4.21	41.41	ditto.	
	Jungipore ...	0.54	4.13	38.03	ditto.	From 16th Jan.
	Lalbagh ...	0.93	2.84	32.72	ditto.	From 17th April.
	Jamookandi ...	Not received	Not received	25.03	23rd July 1871.	
	Pubna ...	5.19	7.61	50.78	6th Aug. 1871.	Not recorded from 1st May.
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	
	Serajgunge ...	1.09	0.92	52.62	6th Aug. 1871.	
	Rangpore ...	1.10	0.90	61.70	ditto.	From 22nd Jan.
	Bhowanigunge ...	0.85	0.92	45.30	ditto.	
BURDWAN.	Titalya ...	1.83	1.80	43.82	ditto.	
	Burdwan ...	2.39	2.78	35.73	ditto.	
	Cutwa ...	1.09	4.75	37.57	ditto.	
	Culina ...	3.80	2.67	43.84	ditto.	
	Bood-Bood ...	1.77	2.74	37.58	ditto.	
	Bancoorah ...	2.44	2.98	40.02	ditto.	
	Raneegunge ...	2.98	1.95	32.20	ditto.	
	Sooree ...	3.39	3.48	31.77	ditto.	
	Hooghly ...	5.60	4.90	49.27	ditto.	From 20th Mar., and not received 17th to 23rd July.
	Serampore ...	4.37	4.18	31.20	ditto.	From 21st April, and not received 10th to 16th July.
BURDWAN.	Jehanabad ...	Not received	Not received	30.37	23rd July 1871.	
	Howrah ...	3.59	5.22	67.22	6th Aug. 1871.	
	Midnapore ...	2.74	4.16	46.18	ditto.	
	Coutai { Dy. Collr.'s Office ...	3.65	2.16	43.71	ditto.	
	Coutai { Engr.'s Office ...	4.15	2.35	51.72	ditto.	From 6th Feb.
	Gurbetta ...	3.59	0.85	39.85	ditto.	
BURDWAN.	Tumlook ...	Not received	Not received	46.18	16th July 1871.	

DIVISIONS.	Stations.	Rainfall from 24th to 30th July 1871.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENT.	Kishnaghur ...	4.52	Not received	37.54	30th July 1871.	
	Bongong ...	3.24	ditto	45.42	ditto.	
	Banaghat ...	2.24	ditto	37.21	ditto.	
	Meherpore ...	4.24	ditto	33.45	ditto.	
	Chocadmgab ...	4.10	ditto	50.95	ditto.	
	Kooshteah ...	2.20	1.58	54.11	6th Aug. 1871.	
	Jessore ...	4.43	0.78	55.00	ditto.	
	Khoolnah ...	4.22	1.90	48.51	ditto.	From 16th Feb.
	Jenidah ...	0.61	1.65	60.10	ditto.	From 6th March.
	Nurail ...	3.78	1.07	44.59	ditto.	From 3rd April.
	Magoorah ...	1.41	0.04	29.07	ditto.	ditto.
	Bagirhaut ...	3.67	3.53	51.42	ditto.	ditto.
	Saugor Island ...	5.30	1.60	57.90	ditto.	
	Calcutta ...	4.95	3.70	66.33	ditto.	
	Alipore { Jail ...	6.00	3.00	71.15	ditto.	
	{ Hospital...	7.05	2.79	70.04	ditto.	
	Barrackpore ...	5.16	3.37	65.24	ditto.	
	Dum-Dum ...	2.77	2.02	48.15	ditto.	
	Baraset ...	3.79	5.36	47.91	ditto.	
	Satkberah ...	1.71	2.80	52.51	ditto.	
	Buseerhaut ...	2.51	2.08	52.56	ditto.	
	Diamond Harbour ...	3.00	2.27	61.23	ditto.	
	Barripore ...	4.48	2.21	61.68	ditto.	
Dacca.	Dacca { Telegraph Office ...	2.31	2.19	65.75	ditto.	
	{ Jail ...	1.70	1.80	62.50	ditto.	
	Burrisaul ...	4.04	1.55	62.92	ditto.	
	Dowlat Khan ...	3.11	3.14	63.10	ditto.	
	Perzepore ...	2.21	2.44	55.10	ditto.	Not received 10th to 16th July.
	Madaripore ...	3.63	2.02	49.09	ditto.	
	Furzedpore ...	4.01	1.40	63.37	ditto.	From 5th June.
	Gaulundo ...	2.47	Not received	32.01	30th July 1871.	
	Mymensing ...	0.57	2.26	72.11	6th Aug. 1871.	Not received 19th to 25th June.
	Jamalpore ...	4.24	0.95	47.52	ditto.	
	Atteah ...	1.16	0.25	74.67	ditto.	
	Kishoregunge ...	1.63	1.27	73.12	ditto.	
	Sylhet ...	7.20	1.08	83.88	ditto.	
CHITTAGONG.	Cachar ...	2.31	1.83	59.30	ditto.	
	Hylakandy ...	3.24	Not received	57.01	30th July 1871.	Not received 10th to 23rd July.
	Koyah ...	2.73	ditto	56.76	ditto.	Not received 12th to 18th June and 3rd to 9th and 17th to 23rd July.
	Chittagong { Telegraph Office ...	3.50	2.70	68.48	6th Aug. 1871.	
	{ Jail ...	4.43	2.77	73.73	ditto.	
	Cox's Bazar ...	7.25	Not received	111.20	30th July 1871.	
	Hangamata Hill ...	1.20	ditto	63.38	ditto.	
	Noakhally ...	5.34	4.83	79.80	6th Aug. 1871.	
	Tipperah ...	2.10	3.65	69.85	ditto.	
	Brahmaubariah ...	2.07	Not received	70.10	30th July 1871.	
COOCH BEHAR.	Akyab ...	11.60	2.70	137.10	6th July 1871.	
	Buxa ...	4.73	4.84	118.13	ditto.	
	Gawalparah ...	0.50	1.05	66.57	ditto.	Not recorded 27th Feb. to 5th March.
	Dhoobree ...	Nil	1.20	42.61	ditto.	
	Tura (Garo Hills) ...	2.26	Not received	67.23	30th July 1871.	
ASSAM.	Darjeeling { Telegraph Office ...	Not received	ditto	34.90	30th June 1871.	
	{ Hospital ...	1.72	2.20	67.33	6th Aug. 1871.	
	Rungbee ...	Not received	Not received	56.50	30th June 1871.	
	Fulacottah ...	1.00	0.93	43.97	6th Aug. 1871.	
	Julpigoree ...	0.93	0.23	53.37	ditto.	
	Beda ...	0.59	Not received	41.25	30th July 1871.	
	Tezpor ...	2.49	4.76	56.56	6th Aug. 1871.	
SAMS.	Nowgong ...	6.84	Not received	53.27	30th July 1871.	From 30th Jan.
	Mungledye ...	2.13	ditto	42.87	ditto.	
	Burpettah ...	0.90	ditto	53.27	ditto.	
	Gowhatti ...	Nil	1.29	39.03	6th Aug. 1871.	
	Seebaugor ...	2.63	Not received	68.04	30th July 1871.	From 27th Feb.
	Jorehaut ...	2.01	ditto	57.90	ditto.	
	Golaghat ...	7.07	ditto	70.07	ditto.	
	Nazeerah ...	1.03	ditto	62.48	ditto.	
	Debrooghur ...	2.24	ditto	68.86	ditto.	
	Suddya ...	Not received	ditto	57.79	23rd July 1871.	
	Shillong ...	3.93	ditto	44.89	30th July 1871.	From 16th Feb.
	Cherrapoonjee ...	8.99	3.59	208.54	6th Aug. 1871.	
	Jowai ...	2.48	Not received	75.65	30th July 1871.	
	Samoogoodting ...	Not received	ditto	29.46	23rd July 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 12th August 1871.

Meteorological Telegraphic Report for the period 6th to 12th August 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Augt.	10	29.565	29.563	86.7	82.5	81	E N E	...	...	K	Scuds from
		16	29.462	29.480	88.7	84.2	80	N by E	...	0.70	K, C	E by N
	7th	10	29.498	29.514	85.0	81.8	87	E N E	...	0.33	C	
		16	29.371	29.389	87.8	84.0	85	N E	...	0.04	K, N	Scuds from
	8th	10	29.424	29.442	82.8	81.5	95	E by S	...	0.13	...	E N E
		16	29.359	29.377	81.0	80.0	95	S E	...	0.09	...	e, d, scuds
	9th	10	29.477	29.495	84.8	82.8	91	S E	...	0.08	K, C	from S E
		16	29.496	29.424	82.5	81.0	93	S E	...	0.56	...	o
	10th	10	29.496	29.514	84.6	81.8	87	S E	...	...	K	
		16	29.461	29.419	86.4	83.0	85	S E	...	...	K	
	11th	10	29.516	29.534	85.3	81.5	83	E	...	0.03	K	
		16	29.441	29.450	82.5	80.5	91	S	...	0.53	K	
SAUGOR ISLAND.	6th	10	29.570	29.576	84	82	91	W N W	9.1*	0.20	N	b, p
		16	29.466	29.472	87	82	79	N W	13.3*	0.70	N	b, p, v
	7th	10	29.466	29.472	87	82	79	N	18.3*	0.60	N	b, p, v
		16	29.348	29.354	84	81	87	W N W	19.8*	0.90	N	o, p, v
	8th	10	29.429	29.435	85	83	91	W N W	24.0*	4.20	N	o, u, v
		16	29.377	29.383	83	81	91	S	24.0*	0.30	N	o, w
	9th	10	29.489	29.495	86	82	83	S S W	12.3*	0.10	N	b, v
		16	29.410	29.416	84	82	91	S S E	14.2*	...	N	o, u
	10th	10	29.494	29.500	86	82	83	E S E	7.6*	0.60	N	b, v
		16	29.499	29.415	85	82	87	S E	13.4*	...	N	b
	11th	10	29.496	29.502	87	83	83	N E	10.3*	0.10	N	b, u, v
		16	29.414	29.450	83	82	95	E	8.2*	0.40	N	b, u, v
CHITTAGONG.	6th	10	29.518	29.527	87	81	76	N E	4.9*	1.30	CK, C	b
		16	29.439	29.547	86	80	76	S E	11.1*	...	K, KS	b
	7th	10	29.544	29.554	83	80	87	E S E	6.6*	...	KS	b
		16	29.444	29.554	83	80	87	S E	11.4*	0.10	K, KS	p, w
	8th	10	29.544	29.554	85	81	88	S E	7.9*	...	CS	b
		16	29.437	29.546	82	80	91	S E	10.8*	0.10	KS	v
	9th	10	29.534	29.644	85	80	79	S E	6.2*	...	K	b
		16	29.449	29.518	85	82	87	S S W	11.3*	...	C	b
	10th	10	29.502	29.611	87	81	76	E S E	7.4*	0.10	CS	b, v
		16	29.412	29.521	83	80	87	S W	12.0*	...	N	d, u
	11th	10	29.469	29.607	87	83	83	E	4.5*	0.30	C, CS	b, v
		16	29.447	29.556	82	80	91	S E	8.4*	0.10	KS	p, v
MADRAS.	6th	10	29.544	29.654	84	80	83	S E	6.3*	0.10	KS, K	u
		16	29.454	29.563	84	81	87	S E	12.7*	0.10	KS	p, g
	6th	10	29.793	29.828	92	75	42	W S W	13*	...	...	bs
		16	29.699	29.839	97	77	37	W S W	9*	...	...	bs
	8th	10	29.734	29.764	88	75	52	S W	15*	0.16	...	bs
		16	29.670	29.709	91	75	44	S by E	7*	...	...	bs
	7th	10	29.759	29.789	90	75	47	S W by W	15*	...	...	bs
		16	29.683	29.713	86	77	64	S S E	7*	...	...	o
	8th	10	29.792	29.822	89	75	52	S W	13*	0.02	...	bs
		16	29.682	29.712	93	74	37	W	7*	...	...	o
	9th	10	29.789	29.819	91	76	47	S W by W	11*	...	...	bs
		16	29.681	29.711	88	78	62	E by N	10*	...	...	bs
CUTTACK.	6th	10	29.578	29.601	81	79	91	N N W	0.2*	0.30	N	b, d
		16	29.488	29.571	80	77	86	N W	0.3*	...	N	b, o
	7th	10	29.533	29.616	79	77	90	W S W	0.6*	0.30	N	b, w
		16	29.430	29.513	79	77	90	S W	0.4*	...	N	d
	8th	10	29.515	29.598	77	77	100	S W	0.3*	1.50	N	r
		16	29.415	29.497	83	79	83	W S W	0.7*	...	N	o
	9th	10	29.485	29.547	83	79	83	W S W	0.3*	0.20	KS, N	o
		16	29.380	29.402	86	79	71	W N W	0.6*	...	N, C	
	10th	10	29.458	29.540	83	79	83	W	0.4*	...	KS, N	
		16	29.377	29.459	87	81	78	W	0.6*	...	KS, N	cloudy
	11th	10	29.505	29.587	83	79	83	W N W	0.3*	...	N	o, d
		16	29.498	29.516	84	80	83	W	0.4*	...	N, C	
ARAB.	6th	10	29.540	29.623	81	78	86	W	0.3*	1.60	N	v, d
		16	29.440	29.523	80	78	91	W S W	0.4*	...	N	d
	6th	10	29.640	29.655	81	78	86	S W	2	0.20	KS, N	d
		16	29.558	29.571	83	79	83	S S W	2	...	K, KS	b
	7th	10	29.653	29.668	80	78	91	S	1	0.80	KS	d
		16	29.579	29.594	82	80	91	S S W	1	0.60	K, KS	o
	8th	10	29.688	29.683	82	79	87	S S W	1	0.20	K, CK, KS	o
		16	29.589	29.604	82	78	82	S S W	1	...	C, K, KS	o
	9th	10	29.633	29.648	80	78	91	S S E	1	0.70	KS, N	r
		16	29.531	29.540	81	78	86	S	1	0.10	C, CK, K, KS	b
	10th	10	29.586	29.601	83	79	83	S S E	1	...	C, S, K, CK	b
		16	29.476	29.491	83	79	83	S S W	1	...	C, S, K	g
ARAB.	11th	10	29.579	29.594	82	79	87	S	1	0.50	KS	r
		16	29.519	29.534	81	79	91	W S W	1	0.50	KS, N	r
	12th	10	29.673	29.688	84	80	83	S S W	2	1.20	K, CK, KS	b
		16	29.586	29.601	83	79	83	S S W	1	0.10	C, K, CK	b

* Velocity of wind in miles per hour.

CALCUTTA.
The 12th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 10th TO 30th JUNE 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.				THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Height above sea-level.	MEAN OF				Range.	SOLAR RADIATION.				Mean of min.	Mean daily range.	Mean of max.	MEAN OF				Lower Max.	Absolute range.	Day.	°	MEAN OF				In inches.	No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		Mean.	4 hours.	10 hours.	16 hours.		22 hours.	Day.	°	Day.				°	4 hours.	10 hours.	16 hours.					22 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Port Blair	110	29.686	29.746	29.636	...	120	...	18h	130.5	...	25th	...	105.0	...	88.5</

CALCUTTA—JUNE 1871.

Mean Barometric pressure of 10 years	29.543	Mean temperature of 10 years	81.9	Mean humidity of 10 years	81	Mean rainfall of 16 years	...
Ditto ditto of 1871	29.522	Ditto ditto of 1871	82.8	Ditto ditto of 1871	88	Actual fall in 1871	...
Defect in 1871	...	Defect in 1871	...	Excess in 1871	8	Excess in 1871	...

CALCUTTA,

The 14th August 1871.

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.713	88.6	65	S 10° W
Vizagapatam	29.695	89.1	78	S 72° W
Akyab	29.655	89.3	68	S 12° W
Fulse Point	29.670	84.8	68	S 76° W
Cuttack	29.554	83.5	75	S 49° W
Saugor Island	29.520	84.7	70	S 17° W
Chittagong	29.626	89.0	75	S 52° E
Calcutta	29.519	82.9	68	S 6° W
Jessore	29.536	82.1	71	S 30° E
Dacca	29.547	82.7	79	S 23° E
Cachar	29.583	83.2	24	S 32° W
Hazareebaugh	29.475	84.1	41	S 13° E
Berhampore	29.504	84.0	27	S 58° E
Gya	...	85.8	56	S 75° E
Patna	29.468	85.1	52	N 83° E
Monghyr	29.477	84.6	50	S 75° E
Darjeeling	29.550	84.1	50	S 15° E
Gowalparah	29.528	81.9	29	S 68° E
Shillong	29.525	84.4	45	S 35° W
Benares	29.489	85.0	27	S 34° E
Roorkee	29.481	86.5	87	S 46° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 11th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th August 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
August...	8th	Inches. 29.407	86.0	80.5	...	82.1	80.7	79.7	0.93	E & S E	1.6	272.3	0.30	☾	Overcast. Lightning on N. W. at 8 P.M. Slight rain after intervals.
	9th	444	88.0	80.5	133.0	82.6	81.1	80.0	.92	S E & S S E	...	240.3	0.56	...	Overcast and cumuli. Thunder at 12½ A.M. and 3 P.M. Lightning at 8 and 9 P.M. Rain at midnight, 1, 3, 8 A.M., 1 and 3 P.M.
	10th	465	89.6	80.5	149.2	83.8	81.1	79.2	.86	S E & E S E	...	181.1	0.03	...	Overcast, cumuli, and cumulon. Thunder at 12½ A.M. Lightning at 7, 9, and 11 P.M. Light rain at 2 A.M. and 3 P.M.
	11th	482	91.8	80.5	144.6	83.4	81.1	79.5	.88	S S E, E & S	...	181.4	0.53	...	Stratoni and cumuli. Thunder at 4 and 5 P.M. Lightning at midnight, 4½ A.M., 8 and 9 P.M. Rain at 7 and 8 A.M. and 2 P.M.
	12th	464	87.0	81.0	129.7	83.2	81.2	79.8	.80	E by S, E N E & E by N	...	145.3	0.60	...	Chiefly cumuli. Lightning at midnight, 1 A.M., 7 and 8 P.M. Rain at 6½, 9½, 11, 12½ A.M., 1½ and 5 P.M.
	13th	493	86.2	80.7	138.2	82.8	80.6	79.1	.89	S by E, S S E & S	...	202.7	0.25	...	Overcast and clouds of different kinds. Slight rain at 4, 5½, 10, 11 A.M., 1, 4, and 5 P.M.
	14th	560	88.2	81.0	152.0	83.8	81.5	79.9	.88	S by E & S	...	235.2	...	...	Chiefly stratoni. Lightning on W. at 5 A.M. Drizzled at 8 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.8
The max. temperature during the past seven days	...	91.3
The max. temperature during the corresponding period of the past year	...	91.8
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.85
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	2.27
	... { by anemometer gauge	1.97
Ditto ditto average of seventeen previous years	...	3.20
Ditto between the 1st January and the 14th August	...	69.94
Ditto ditto ditto ditto, average of seventeen previous years...	...	44.00

GOPEENAUTH SEN,
In charge of the Observatory.

The 15th August 1871.

GOVERNMENT OF BENGAL.

PUBLIC WORKS DEPARTMENT.

Irrigation Branch.

Irrigation Operations of Lower Bengal up to 31st May 1871.

Circle.	Canal.	WATER SUPPLIED DURING					APPROXIMATE AREA IRRIGATED DURING			RAIN-FALL.				NAVIGATION RETURN.					CHIEF IRRIGATION.		REMARKS.
		Full supply depth.	Estimated full discharge in cubic feet per second.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	Out the month.	District.	Area actually receiving water during month in acres.	Of column 8 area receiving water for the first time during current year.	Total of columns 8 and 9 for all previous months of the current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.		Per columns 8 and 9.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Orissa	{	High Level	...	No information.	...	Cuttack	...	...	...	...	...	4.20	9.97	4.82	Local	183	No information.	36,317	...	...	...
		Kendrapara	7	1,263	4.61	640.8	Ditto	...	...	...	...	4.20	9.97	4.82	Through	410	940, 17,741	1,34,019	...	...	...
		Taldanda	8	1,300	7.25	125	Ditto	...	...	...	...	4.20	9.97	4.82	Local	20	866, 1,008	145	...	...	...
		Midnapore	8	875	...	...	Midnapore	166	166	...	166	9.90	13.90	9.07	Government	80	1,970, 19,866	1,421	Rice ploughing.	...	...
S. W. Circle	{	Panchcoora	6	240	...	Howrah	...	...	...	...	9.00	14.05	Not available.	Local	80	271, 29.40	7,719	...	...	...
		Tidal	...	...	...	...	...	...	...	...	...	...	...	Government	59	400, 10,418	3,050	...	...	...
Orissa	{	Imargar: Or.	...	...	...	...	...	...	...	...	...	...	...	Local	887	7,588, 1,97,288	1,28,206	...	...	...
		May 1870.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		High Level	...	...	...	...	Cuttack	47	32	15	47	...	...	...	...	...	...	...	Cotton 15 Rice 32	...	...
		Kendrapara	...	...	...	...	Ditto	2,151	1,220	931	2,151	...	...	...	...	...	...	...	Rice 32 Cotton 1,850	...	...
S. W. Circle	{	Taldanda	...	...	...	Ditto	...	...	...	...	...	...	...	...	...	...	...	...	Rice 224 Rice 141	...	...
		Midnapore	...	...	...	Midnapore	25	...	35	...	...	...	...	...	...	...	...	...	Rice 25	...	...
S. W. Circle	{	Panchcoora	...	...	...	Howrah	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...
	

T. M. KIRKWOOD, C.S.,
Canal Revenue Superintendent, Bengal.

The 6th July 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldandah Canal during the month of March 1871.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton mileage.	Tollage.	Ra. As. P.						
			Maunds.	Tons.						Maunds.	Tons.														
15	Paddy	4,500 0 0	4,623	36	Laterite stone	73,440	74,636	63	Local	8,880	373	1,860	25 15 6	The tonnage shown is that of the boats and not of the cargo.					
1	Salt	1,100 0 0	250	...	...	...	...	Ghooting Lime	8,454	8,528	...	...	...	52	Arrn. works	82,898	2,970	41,720	207 14 1
2	Sundree wood	430 0 0	251	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Straw	840 0 0	692	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Fuel	210 0 0	117	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Gunha	500 0 0	230	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Lime	500 0 0	450	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Table, &c.	500 0 0	303	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Empty	...	3,464	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
62		8,880 0 0	10,391	372	1,860	25 15 6	52		82,498	83,154	2,970	41,720	207 14 1	114		91,811	3,342	43,590	236 5 4						

N.B.—For other statements for March 1871, see supplement to the Calcutta Gazette of the 21st June 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of May 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.																
			Mounds.	Tons.						Mounds.	Tons.																								
37	Paddy	4,127	8,254	...	...	57 0 0	167	Paddy	21,318	42,636	...	...	539 2 0	...	...	...	...	...	...	...								
15	Passenger...	...	1,110	...	...	7 1 4	19	Rice	5,512	5,512	...	...	72 14 7	...	...	...	...	...	...	...								
6	Rice	1,497	1,498	...	...	14 4 0	9	Oil cake	1,622	4,667	...	...	27 10 22	...	...	...	...	...	...	...								
10	Grain	999	999	...	...	9 6 0	23	Passenger...	...	7,014	...	...	101 4 8 3	...	...	...	...	...	...	...								
27	Jaggery	5,844	5,844	...	...	36 14 0	9	Spices	33,585	6,717	...	...	99 6 0 1	...	...	...	...	...	...	...								
60	Empty	4,164	4,164	...	...	39 13 8	6	Castor seeds	9,352	4,676	...	...	69 0 0 15	...	...	...	...	...	...	...								
...	5	Hides	45,900	4,590	67 14 10 47															
...	14	Salt	12,115	2,423	34 15 8															
...	8	Jaggery	4,715	943	13 14 0															
...	104	Empty	...	10,979	139 4 0															
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IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the 1st Section of the High Level Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.										THROUGH TRAFFIC TO AND FROM THE BRAMINEE DIVISION.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Number of boats.	Nature of cargo.	TONNAGE.		Tollage.	Ton mileage.	Number of boats.	Nature of cargo.	TONNAGE.		Tollage.	Ton mileage.	Number of boats.	Nature of cargo.	TONNAGE.		Tollage.	Ton mileage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		Approximate value of cargo.	Mounds.					Approximate value of cargo.	Mounds.					Approximate value of cargo.	Mounds.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
2	Passen- gers, 9 in No.	Rs.	...	0 5 0	...	8	Empty	...	871	10 5 10	...	3	Gyles	...	1,530	22 2 0	38	Local</

N.B.—The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldandah Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton-mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton-mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton-mileage.	Tollage.							
			Maunder.	Tons.						Maunder.	Tons.														
8	Paddy	851	2,380	...	...	Rs. 11 12 0	9	Laterite stone	283	12,517	...	...	Rs. As P. 02 9 4	20	Local	500 0 0	1,000	20 4 0	The tonnage shown is that of the boats and not of the cargo.		
1	Fuel	10	315	...	...	1 9 2	5	Lime	330	2,173	...	...	12 5 10	...							
1	Wooden cot, &c.	5	31	...	...	0 2 6	25	Rubble	357	16,317	...	...	51 0 4	80	Imp. works	1,070 0 0	1,421	103 13 0			
10	Empty	...	1,353	...	...	0 12 4	1	Iron bridge	1,00	4,200	...	...	6 0 8	...	Timber, &c.	1 4 0	...	0 7 4			
		...	...	...	...	.....	40	Empty	...	13,258	...	...	63 4 7	...					
20		850	4,050	145	1,008	20 4 0	80		1,070	38,771	1,421	10,806	108 13 9	100		2,837 4 0	1,500	208 71 210 9 10							

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.								ABSTRACT.							
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton mileage.	Tollage.	REMARKS.
			Maunds.	Tons.						Maunds.	Tons.								
1	Coal	Rs. 7	50	..	..	Rs. As. P.	1	Rammers	25	100	..	..	Rs. As. P.	89	Local	Rs. 7,719	2,240	63 8 0	Canal Range No. I closed for repairs.
1	Cotton	900	450	..	..	2 13 0	1	Khua	10	375	..	..	1 14 0	14	Iron works	230	1,026	20 12 0	Oolcheriah Lock.
4	Firewood	36	275	..	..	1 5 0	1	Lime-refuse	4	150	..	..	0 12 0	..	..	..	..	..	Canal Range No. III closed for repairs.
2	Jaggery & sugar...	81	125	..	..	0 10 0	3	Glue	200	2,630	..	..	13 1 0	..	..	..	..	..
2	Oil and oilseeds...	5,700	2,475	..	..	15 7 0	8	Empty	..	1,550	..	..	13 0 0	..	..	..	..	..
6	Paddy and rice	115	225	..	..	1 2 0	..	..	..	..	..	..	..	..	..	..	..	..
2	Garden produce...	213	400	..	..	2 8 0	..	..	..	..	..	..	..	..	..	..	..	..
2	Salt	600	34	..	..	1 14 0	..	..	..	..	..	..	..	..	..	..	..	..
1	H. gh. b.	5	50	..	..	0 4 0	..	..	..	..	..	..	..	..	..	..	..	..
1	Tobacco	7	25	..	..	0 2 0	..	..	..	..	..	..	..	..	..	..	..	..
1	Rafia of bamboos	20	Loga 250	..	..	0 10 0	..	..	..	..	..	..	..	..	..	..	..	..
30	Empty	..	3,225	..	..	10 8 0	..	..	..	..	..	..	..	..	..	..	..	..
28	Passengers	..	No. 140	..	..	0 13 7 1/2	..	..	..	..	..	..	..	..	..	..	..	..
..	Mia. revenue	..	..	..	..	0 1 10 1/2	..	..	..	..	..	..	..	..	..	..	..	..
80		7,719	7,000	271	2,240	53 8 0	14		299	4,825	172	1,026	20 12 0	94		8,018	3,266	53 4 0	

The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgellee Tidal Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				REMARKS.			
Number of boats.	Nature of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.		Value of traffic.	Ton mileage.	
		Mauuds.	Tons.						Mauuds.	Tons.					
236	Paddy	Rs. 33,664	87,650	...	Rs. As. P.	25	Ghoorting	Rs. 760	7,075	...	Rs. As. P.	3,450	10,18	Rs. As. P.	The tonnage shown above is that of the boats and not of the cargo.
53	Rice	23,493	23,493	...	128 3 9	1	Soortee	90	750	...	69 8 0	1,282 08	1,97,284	112 13 3	
10	Firewood	191	1,280	...	10 3 9	2	Laterite stone	85	375	...	4 3 0	...	...	2,261 2 3
6	Vegetables	88	310	...	2 5 8	2	Pile-driving engine	850	...	...	2 4 0	...	...	...
...	Bamboos, No. 575	61	...	...	1 7 0	1	Monkey engine	20	110	...	2 4 0	...	...	...
375	Empty	...	43,450	...	495 14 3	1	Timber	200	125	...	0 10 0	...	...	...
9	Passengers, No. 83	...	070	...	5 15 0	2	Iron	1,500	240	...	1 0 0	...	...	...
5	Pottery	88	865	...	5 4 3	1	Ghoorting lime	45	255	...	0 12 0	...	...	...
1	Furniture	50	30	...	0 5 3	1	Empty	...	150	...	2 8 0	...	...	...
4	Timber, No. 60	1,144	355	...	9 8 6	24	...	...	2,180	...	23 12 9	...	...	...
3	Hetalwood	60	275	...	1 11 0	...	...	...	...	...	...	...	...	...
48	Halt	43,304	20,100	...	185 2 0	...	...	...	...	...	...	...	...	...
6	Mats	4,400	2,200	...	11 0 0	...	...	...	...	...	...	...	...	...
4	Jaggery	618	465	...	2 5 3	...	...	...	...	...	...	...	...	...
5	Clothes	8,550	815	...	4 3 8	...	...	...	...	...	...	...	...	...
1	Mustard oil	50	50	...	0 4 0	...	...	...	...	...	...	...	...	...
10	Potatoes	137	1,065	...	6 15 0	...	...	...	...	...	...	...	...	...
4	Jute	735	700	...	3 8 0	...	...	...	...	...	...	...	...	...
3	Sand	34	975	...	4 14 0	...	...	...	...	...	...	...	...	...
3	Straw	23	1,205	...	6 0 6	...	...	...	...	...	...	...	...	...
53	Tobacco	94,480	15,785	...	160 11 6	...	...	...	...	...	...	...	...	...
3	Sugar	500	855	...	3 2 0	...	...	...	...	...	...	...	...	...
3	Iron	1,200	950	...	12 1 0	...	...	...	...	...	...	...	...	...
20	Betel	296	565	...	3 3 8	...	...	...	...	...	...	...	...	...
3	Lime	308	1,535	...	11 0 0	...	...	...	...	...	...	...	...	...
6	Grain	3,500	1,000	...	14 10 0	...	...	...	...	...	...	...	...	...
6	Grass	225	2,680	...	13 4 0	...	...	...	...	...	...	...	...	...
1	Plant	10	60	...	0 15 6	...	...	...	...	...	...	...	...	...
1	Soundree wood	70	100	...	0 8 0	...	...	...	...	...	...	...	...	...
6	Coal	710	2,775	...	13 14 0	...	...	...	...	...	...	...	...	...
3	Plank	100	200	...	1 0 0	...	...	...	...	...	...	...	...	...
2	Plantain	30	100	...	0 8 0	...	...	...	...	...	...	...	...	...
1	Nut	60	60	...	0 4 9	...	...	...	...	...	...	...	...	...
1	Plate	600	100	...	0 8 0	...	...	...	...	...	...	...	...	...
1	Water	...	450	...	3 4 0	...	...	...	...	...	...	...	...	...
867		1,23,208	2,12,460	7,538	1,97,284	59		3,450	11,220	400	10,418	112 13 3	2,17,700	2,376 15 6	

CALCUTTA,
The 5th August 1871.

G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Jt. Secy., P. W. D., Irrigation Branch, Bengal.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of June 1871.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.					
			Maunds.	Tons.						Maunds.	Tons.													
30	Empty	Rs. As. P.	1,457	...	...	Rs. As. P.	3	Government treas.	Rs.	124	...	...	Rs. As. P.	86	Local	998 12 0	248 3/4	2,704 1/2	70 13 8	
12	Straw	...	1,157	...	...	...	1	Shutters, &c.	2,000	1,854	...	...	...	30	Iron Works	16,301 0 0	316 1/2	7,019 1/2	118 0 6
23	Lime	...	422	...	...	...	9	Empty	...	1,240	...	...	...	...	...	...	...	...	...
27	Passengers, 972 in No.	...	...	...	...	...	4	Cyres	112	1,826	...	...	...	...	...	...	...	...	...
1	Jolly boat	...	25	...	...	...	7	White stones	171	2,173	...	...	...	...	...	...	...	...	...
5	Firewood	...	1,027	...	...	...	2	Charcoal	55	967	...	...	...	...	...	...	...	...	...
6	Paddy	...	1,624	...	...	...	7	Iron things	100	113	...	...	...	...	...	...	...	...	...
1	Spices	...	23	...	...	...	2	Barge	...	332	...	...	...	...	...	...	...	...	...
2	Tiles	...	760	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
1	Rice	...	104	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
86		998 12 0	6,805 1/2	243 1/2	2,704 1/2	70 13 8	30		16,301	8,927	318 1/2	7,019 1/2	118 0 6	118		17,200 12 0	561 1/2	10,623 1/2	188 14 8					

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of June 1871.
 LENGTH OF CANAL OPEN, 15 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE		Ton mile-age.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE		Ton mile-age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile-age.	Tollage.	REMARKS.				
			Maunds	Tons.						Maunds.	Tons.													
11	Paddy	...	Rs. 1,100	3,437	...	Rs As. P. 14 13 6	27	Laterite stone	Rs. 775	37,580	...	Rs. As. P. 94 11 5	70	Local	1,603	282	2,384	Rs. As. P. 43 5 8	The tonnage shown is that of the boats and not of the cargo.					
1	Straw	...	13	235	...	1 2 10	7	Coarse lime	275	4,110	...	10 4 6	157	Iron works	4,680	2,971	41,412	207 13 7						
1	Salt	...	425	147	...	0 11 8	9	Sandcutter's stone	275	4,055	...	10 3 5	...	...	...	...	...	...
1	Fuel	...	33	484	...	1 15 4	35	Rubble stone	655	15,008	...	30 0 4	...	...	...	...	...	...
1	Coarse lime	...	15	120	...	0 9 7	1	Crane boat	2,000	400	...	1 8 4	...	...	...	...	...	...
16	Empty	...	...	2,213	...	0 10 0	78	Empty	...	20,543	...	52 1 8	...	...	...	...	...	...
6	Demurrage	...	...	...	...	3 3 7	...	...	...	...	...	...	...	...	...	...	...	...
20	Passengers, No. 2,006	...	...	...	...	0 6 0	...	...	...	...	...	...	...	...	...	...	...	...
...	Carts to Jaggermath, 6	...	...	...	...	3 4 1	...	...	...	...	...	...	...	...	...	...	...	...
7	Empty	...	17	1,303	...	2 8 0	...	...	...	...	...	...	...	...	...	...	...	...
70	Timber (20)	43 5 5	157	...	4,680	83,141	2,971	41,412	207 13 7	227	...	6,983	3,253	43,706		251 3 3				

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of June 1871.

LENGTH OF CANAL OPEN FOR IRRIGATION, 15 MILES, AND FOR NAVIGATION, 6 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.							ABSTRACT.							REMARKS
Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.		
			Maunds.	Tons.										
		Rs.				Rs. As. P.			Rs. As. P.			Rs. As. P.		
1	Laterite stone ...	230	285	...	...	0 11 4	...	...	...	...	...	...
2	Burnt bricks ...	225	570	...	...	1 0 9	6	Irrign. works.	455 0 0	45	270	3 3 1
3	Empty boats ...	...	427	...	...	1 1 0	...	...	...	...	...	...
6		455	1,282	45	270	3 3 1	0		455 0 0	45	270	3 3 1		

The tonnages shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of June 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.						ABSTRACT.						REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Toll mileage.	Tollage.	
			Manuds.	Tons.								
Rs.			Rs. As. P.			Rs.		Rs. As. P.				
10	Firewood ...	96	800	...	5 0 0	97	Local ...	3,645	170	072	32 8 2	Canal Range I closed for repairs to Goloberriah Lock. Canal Range III closed for repairs.
2	Jaggery and sugar...	377	250	...	1 4 0	...	...	...	...	...	...
2	Metals ...	2,200	1,000	...	5 0 0	...	...	...	...	...	...
1	Miscellaneous ...	20	150	...	0 12 0	...	...	...	...	...	...
2	Oil and oil-seeds ...	602	250	...	1 4 0	...	...	...	...	...	...
5	Paddy and rice ...	34	125	...	0 10 0	...	...	...	...	...	...
3	Garden produce ...	38	150	...	0 11 6	...	...	...	...	...	...
2	Tobacco ...	286	100	...	0 8 6	...	...	...	...	...	...
1	Rafts of bamboos, logs 50 ...	3	...	...	0 2 0	...	...	...	...	...	...
21	Empty boats ...	...	2,125	...	9 11 6	...	...	...	...	...	...
45	Passengers, No. 186	...	...	...	1 7 1	...	...	...	...	...	...
	Miscellaneous revenue	...	...	...	0 1 7	...	...	...	...	...	...
07		3,645	4,950	170	072	32 8 2	97	3,645	170	072	32 8 2	

The tonnage shown is that of the boats and not of the cargo.

No. 34

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 23, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 19th August 1871.

Number.	District.	Date of return from each district.	Rainfall at under station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Aug. 18th	2	Fair in the north, rainy and favorable in the south.	Both crops of rice good. "Murwa" has suffered from rains.	
2	Monghyr	" 19th	2.7	Favorable	Bhadoi much damaged. Amun Good.	
3	Purneah	" 11th	3.8	Rainy, but good for the crops.	Good.	
4	Rajnehal	" 19th	2.7	Rainy and cloudy	Paddy thriving.	
5	Deoghur	" 19th	6.8	Rainy	Bhadoi damaged by the rains. Amun good.	
6	Nya Doonka	" 10th	3.5	Rainy	Very promising.	
7	Goida.	" 10th	"	"	"	
8	Pakour	" 19th	5	Seasonable	Paddy promising.	
9	Jamtara.	"	"	"	"	
10	Patna	" 19th	2.9	Rainy and cloudy	Rice promising, but injury apprehended from rising of rivers in the interior.	
11	Gya	" 19th	6.7	Very rainy	Bhadoi injured. Rice fair.	
12	Chumparun	" 12th	4	Cool and then hot	Excellent.	
13	Sarna	" 12th	10.1	Hot and stormy, and then rainy.	Bhadoi half destroyed by rains. Much loss apprehended.	
14	Shahabad	" 19th	6.7	Rainy	Both crops of rice much affected by excessive rain.	
15	Tirhoot	" 12th	9	Fine	As in last week.	
16	Rajshahye	" 17th	3.7	Rainy and squally	One much damaged by water. Amun partly so. Jute good.	
17	Bograh.	"	"	"	"	
18	Dinapore	" 12th	1.3	Very sultry	Favorable, but more rain needed.	
19	Maldah	" 11th	1.2	Occasional rains	Good, but 4 annas Bhadoi crop damaged by floods in thanuah Goregoribah	
20	Moorshedabad	" 19th	"	Rainy	Very gloomy. Fully a third of the district under water, owing to the bursting of the Bhagiruthee embankment.	Not received.
21	Pubna	" 19th	2.7	Fine and seasonable	One partially inundated. Amun generally good.	
22	Rungpore	" 12th	8	Very sultry	One being cut, it has been good. Indigo and other crops good.	
23	Burdwan	" 19th	10.2	Very rainy	One damaged. Amun good. Damage apprehended from the inundation of Damoodah	
24	Bancoorah	" 19th	5.7	Sultry and rainy.	Paddy in low lands damaged.	
25	Beerbhoom	" 19th	7.5	Very rainy	Very good.	
26	Hooghly	" 19th	9.4	Rainy and cloudy.	Favorable; but in very low lands crops have been damaged.	
27	Howrah	" 19th	2.8	Favorable	Rice favorable.	
28	Midnapore	" 18th	4.2	Very rainy	Rains and inundation have done some injury to the crops.	
29	Nudda	" 19th	4.4	Rainy and cloudy.	One very much damaged by the floods. Amun pretty good.	Fever continues at Kanchraparah and Debogram.
30	Jessore	" 18th	4.5	Rainy and favorable	One reaped. Amun promising. Some injury done by inundation.	
31	24-Pergunnahs	" 19th	3.2	Rainy and cloudy.	Generally good, though some injury has been done both to the One and the Amun crops.	
32	Dacca	" 11th	8	Dry and hot	Good.	
33	Rackergunge	" 19th	8	Rainy and sunny	Favorable; but towards the south some injury has been done by rain to One and Amun.	
34	Furzedpore	" 19th	2	Rainy and cloudy.	Good.	
35	Mymensing	" 12th	1	Generally fine	Crops of rice usual. Jute being cut. Brahmaputra falling.	
36	Sylhet	" 14th	5.1	Excessively sultry.	More rain immediately wanted prospect doubtful.	
37	Cachar	" 12th	2.4	Fair	Good. Three-fourths of the early crops cut.	
38	Chittagong	" 11th	1.7	Seasonable	Satisfactory.	
39	Naakhally or Bulloah	" 11th	1.7	Fair	Good.	
40	Tipperah	" 12th	2.5	Warm	Very good.	
41	Hill Tracts of Chittagong.	" 5th	2	Rainy and cloudy.	Prosperous.	
42	Cuttack	" 12th	2.4	Good	Good.	
43	Balasore	" 19th	1.8	Rainy, and then fair.	Prosperous. No injury done yet by the rising of the rivers in the districts.	
44	Poor.	" 11th	1.8	Rainy	Rice generally good, but crops in many places have suffered either from want of rain or from floods.	
45	Hazareebaugh	" 19th	5.4	Seasonable	Fair weather would be of benefit to all crops.	
46	Lohardugga	" 18th	3.8	Very rainy	Very favorable. Bhadoi injured by rains.	

Number.	District.	Date of return from each district.	Rainfall at end-of-rain station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
47	Mamunbhoom	Aug. 19th	0.7	Very rainy	Generally favorable, but injury done to Indian-corn, pulses, and rice crops.	
48	Singbhoom	" 12th	9.8	Very rainy	Very favorable.	
49	Durrung	" 12th	1.7	Rain and sun	Fair. Paddy being transplanted.	
50	Nowgong	" 12th	8.1	Rainy	All good if the rains continue.	
51	Sebeaugor	" 12th	7.1	Close; sultry	Good.	
52	Kamroop	" 12th	1.5	Dry and sultry	Cous reaped. Only $\frac{2}{3}$ of the Amun expected for want of rain.	
53	Luckimpore.	" 12th				
54	Khasi and Jynteah Hills	" 11th	1.6	Favorable	Promising.	
55	Naga Hills	" 11th				
56	Julpigoree	" 11th	2.4	Dry and sultry	Bhadoi and Hemuntce or Amun injured for want of rain. Jute good.	
57	Gowalparah	" 12th	5.3	Rainy	Salce or Amun not doing well for want of sufficient rain.	
58	Garo Hills	" 12th	1.0	Fair	Good.	
59	Darjeeling	" 12th	5.2	Healthy	As reported last week.	
60	Cooch Behar	" 12th		Great want of rain	Crops suffering from want of rain.	• No rain-gauge.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 22nd August 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.80	3.50	42.78	13th Aug. 1871.	
	False Point { Jail ...	0.80	3.76	38.47	ditto.	
	Jajipore ...	2.10	Not received	37.00	6th Aug. 1871.	
	Kendraparah ...	2.05	ditto	54.01	ditto.	
	Jugutsingapore ...	1.50	ditto	29.20	ditto.	
	Sumtulpore ...	1.00	ditto	31.23	ditto.	
	Balasore ...	Not received	ditto	25.77	30th July 1871.	
	Bhuddruck ...	2.43	4.03	40.52	13th Aug. 1871.	
	Poorce ...	2.19	8.40	44.08	ditto.	
	Khoordah ...	1.00	1.02	38.10	ditto.	
CHOTA NAGPORE.	Hazarcebaugh ...	1.05	2.38	38.57	ditto.	
	Burhee ...	8.01	11.29	35.43	ditto.	
	Pachamba ...	1.88	5.28	31.20	ditto.	
	Ranchee ...	4.32	5.78	39.44	ditto.	
	Palamow ...	3.49	0.45	42.22	ditto.	
	Porulia ...	0.83	3.12	33.15	ditto.	
	Gobindpore ...	2.91	5.71	43.73	ditto.	
	Chyebassa ...	2.03	4.53	30.04	ditto.	From 12th June.
	Patna ...	1.60	12.09	42.16	ditto.	
	Behar ...	1.47	1.00	33.41	ditto.	
PATNA.	Barh ...	2.59	Not received	35.33	6th Aug. 1871.	
	Dinapore ...	0.83	0.21	23.30	13th Aug. 1871.	
	Gya ...	1.30	2.80	30.50	ditto.	
	Sherghotty ...	1.25	7.37	31.65	ditto.	
	Nowadlah ...	1.44	5.58	28.35	ditto.	
	Arungabad ...	1.80	8.58	33.00	ditto.	
	Chumparun ...	2.57	7.00	26.06	ditto.	Not received 17th to 30th July.
	Bettiah ...	2.30	2.30	24.07	ditto.	From 6th June.
	Chuprah ...	Nil	2.55	27.88	ditto.	
	Sewan ...	0.30	10.13	41.03	ditto.	
	Mozufferpore ...	0.13	Not received	28.37	6th Aug. 1871.	
	Durhahangah ...	0.50	2.41	30.00	13th Aug. 1871.	
	Sectamaree ...	2.39	0.27	42.58	ditto.	
	Tajpore ...	0.60	1.40	30.86	ditto.	Recorded 6th to 19th March.
	Mudhubani ...	0.85	3.50	31.00	ditto.	On 1st April.
	Hajipore ...	0.29	0.70	27.22	ditto.	From 22nd May.
	Arrah ...	1.41	0.41	19.51	ditto.	
	Wuxar ...	1.00	0.41	35.87	ditto.	
	Sasseram ...	1.00	8.30	45.35	ditto.	
	Bhubhoah ...	1.60	4.15	24.15	ditto.	
	Benares ...	1.18	3.25	30.93	ditto.	
BHAUGULPORE.	Bhangulpore ...	1.75	Not received	27.38	6th Aug. 1871.	
	Mudhoypoorah ...	2.41	0.85	25.06	13th Aug. 1871.	Not received 10th to 16th July.
	Bauka ...	2.60	0.95	30.57	ditto.	
	Monghyr ...	1.52	1.09	30.85	ditto.	
	Jannoe ...	0.81	2.91	35.06	ditto.	
	Begooasari ...	0.74	1.41	33.23	ditto.	
	Deoghur ...	0.12	2.37	29.19	ditto.	
	Jamtara ...	3.78	3.55	40.40	ditto.	From 13th Feb.
	Hajmehal ...	3.80	3.40	43.78	ditto.	From 12th Feb.
	Pakour ...	0.50	0.50	38.80	ditto.	From 21st May.
	Purneah ...	1.00	0.14	25.34	ditto.	
	Kishengunge ...	3.37	1.95	42.52	ditto.	From 13th June.
	Arraria ...	3.02	1.75	34.20	ditto.	From 20th June.
	Arraria ...	0.30	2.85	30.54	ditto.	
RAJSHAHY.	Rampore Beaulah... ..	7.09	0.28	49.13	ditto.	
	Nattore ...	4.20	0.71	53.01	ditto.	
	Bograh ...	0.28	0.65	58.63	ditto.	
	Dinapore ...	3.85	0.50	40.67	ditto.	
	Maldah ...	2.50	0.71	32.05	ditto.	
	Berhampore ...	4.21	2.06	44.07	ditto.	
	Jungipore ...	4.13	0.61	38.64	ditto.	
	Lalbagh ...	2.84	3.98	30.70	ditto.	From 16th Jan.
	Jamoukandi ...	3.48	3.25	31.78	ditto.	From 17th April.
	Pubna ...	7.81	1.84	52.42	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	Not recorded from 1st May.
	Serajgunge ...	0.02	0.59	63.20	13th Aug. 1871.	
	Rungpore ...	0.80	0.50	62.20	ditto.	
	Bhowanigunge ...	0.02	0.35	45.63	ditto.	From 22nd June.
	Titalya ...	1.80	2.56	47.38	ditto.	
BUDWAN.	Burdwan ...	2.78	2.32	38.33	ditto.	
	Cutwa ...	4.75	1.62	39.19	ditto.	
	Culina ...	2.67	2.10	45.92	ditto.	
	Bond-Bond ...	2.74	4.35	41.03	ditto.	
	Bancoorah ...	2.08	2.03	42.65	ditto.	
	Manongunge ...	1.05	4.28	36.48	ditto.	
	Sooree ...	3.48	2.43	34.12	ditto.	
	Hooghly ...	4.00	3.00	52.27	ditto.	
	Serampore ...	4.18	3.20	51.40	ditto.	From 20th Mar., and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30.37	23rd July 1871.	From 6th Feb., and not received 10th to 16th July.
	Howrah ...	5.22	2.82	70.04	13th June 1871.	
	Midnapore ...	4.16	3.38	48.56	ditto.	
	Contai { Dy. Collr.'s Office ...	2.16	10.74	54.46	ditto.	
	Contai { Engr's Office ...	2.35	11.45	63.17	ditto.	
	Gurbetta ...	0.85	3.92	43.77	ditto.	From 6th Feb.
	Tumlooke ...	Not received	Not received	48.18	10th July 1871.	

DIVISION.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnagarh	0.87	1.30	40.11	13th Aug. 1871.	
	Bongong	2.49	2.21	50.12	ditto.	
	Ranghat	1.33	3.43	41.95	ditto.	
	Meherpore	3.74	2.09	39.28	ditto.	
	Choodangah	3.30	1.55	55.80	ditto.	
	Koosteah	1.53	2.38	58.49	ditto.	
	Jessore	0.78	1.86	57.80	ditto.	
	Khoolnah	1.90	1.57	50.09	ditto.	From 16th Feb.
	Jenidah	1.65	1.01	61.71	ditto.	From 6th March.
	Nurail	1.07	0.52	45.11	ditto.	From 3rd April.
	Magoorah	0.04	Not received	29.87	6th Aug. 1871	ditto.
	Bagirbant	3.53	1.73	53.15	13th Aug. 1871	
	Saugor Island	1.60	10.80	69.70	ditto.	
	Calcutta	3.79	2.28	68.59	ditto.	
	Alipore { Jail	3.09	2.05	74.11	ditto.	
	Hospital...	2.79	2.84	72.88	ditto.	
	Barrackpore	3.37	Not received	65.24	6th Aug. 1871.	
	Dum-Dum	2.02	ditto	48.15	ditto.	
	Baraset	5.36	ditto	47.91	ditto.	
	Satkherah	2.80	ditto	52.51	ditto.	
	Bussorhaut	2.08	ditto	52.58	ditto.	
	Diamond Harbour	2.27	ditto	61.23	ditto.	
	Barripore	2.91	ditto	61.68	ditto.	
DACCA.	Dacca { Telegraph Office	2.19	1.36	67.11	13th Aug. 1871.	
	Jail	1.80	1.10	63.60	ditto.	
	Burrianul	1.55	1.88	63.80	ditto.	
	Dowlat Khan	3.14	3.51	66.70	ditto.	
	Perosepore	2.48	1.53	56.03	ditto.	Not received 10th to 16th July.
	Madaripore	2.02	0.70	49.85	ditto.	
	Furzedpore	1.40	0.38	33.78	ditto.	From 5th June.
	Goalundo	1.44	0.28	33.73	ditto.	
	Mymensing	2.20	0.05	72.75	ditto.	
	Jamalpore	0.95	Not received	47.52	6th Aug. 1871	Not received 19th to 25th June.
	Atteah	0.25	Nil	75.07	13th Aug. 1871.	
	Kishoregunge	1.27	2.60	75.73	ditto.	
	Sylhet	1.08	5.11	88.90	ditto.	
	Cachar	1.82	Not received	50.39	6th Aug. 1871.	
CHITTAGONG.	Hylakandy	1.84	ditto	59.45	ditto.	Not received 10th to 23rd July.
	Koyah	Not received	ditto	59.78	30th July 1871	Not received 12th to 18th June, and 3rd to 9th, and 17th to 23rd July.
	Chittagong { Telegraph Office	2.70	1.20	69.68	13th Aug. 1871.	
	Jail	2.77	1.00	74.73	ditto.	
	Cox's Bazar	2.64	Not received	113.84	6th Aug. 1871.	
	Rangamata Hill	2.45	ditto	65.83	ditto.	
COCH BEHAR.	Naokhully	4.88	2.11	81.91	13th Aug. 1871.	
	Tipperah	3.05	0.47	70.32	ditto.	
	Brahmanbariah	1.40	3.57	75.07	ditto.	
	Akyab	2.70	5.80	142.90	ditto.	
	Buxa	4.84	1.86	120.09	ditto.	
	Gowalparah	1.95	3.35	69.92	ditto.	Not recorded 27th Feb. to 5th March.
ARUN.	Dhobree	1.20	0.80	43.61	ditto.	
	Tura (Garo Hills)	1.85	1.00	70.08	ditto.	
	Darjeeling { Telegraph Office	Not received	Not received	70.69	31st July 1871.	
	Hospital	2.20	4.80	72.13	13th Aug. 1871.	
	Rungbee	Not received	Not received	50.50	30th June 1871.	
	Falacottah	0.08	ditto	43.97	6th Aug. 1871.	
	Julpigooree	0.23	2.23	60.60	13th Aug. 1871.	
	Boda	Not received	0.58	41.83	ditto.	Not received 31st July to 6th Aug.
ARUN.	Tezporo	4.76	Not received	56.56	6th Aug. 1871.	
	Nowgong	0.89	ditto	54.16	ditto.	
	Mungledye	0.04	ditto	42.91	ditto.	From 30th Jan.
	Burpottah	1.35	ditto	54.02	6th Aug. 1871.	
	Gowhatty	1.29	1.32	40.38	13th Aug. 1871.	
	Seelsaugor	2.86	Not received	68.00	6th Aug. 1871.	
	Jorehaut	0.78	ditto	58.72	ditto.	From 27th Feb.
	Golaghat	3.46	ditto	73.53	ditto.	
	Nazeerab	4.12	ditto	66.60	ditto.	
	Debrooghur	3.55	ditto	72.21	ditto.	
	Suddya	Not received	ditto	50.31	30th July 1871.	
	Shillong	1.93	ditto	48.81	6th Aug. 1871.	
	Cherrapunjee	3.59	6.56	213.10	13th Aug. 1871	From 18th Feb.
	Jowai	1.59	Not received	77.44	6th Aug. 1871.	
	Samooogooding	Not received	ditto	30.20	3rd July 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 19th August 1871.

Meteorological Telegraphic Report for the period 13th to 19th August 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	13th Aug.	10	29.538	29.558	83.5	80.0	89	S	...	0.31	...	o
	13th	16	29.470	29.488	83.5	81.2	89	S by E	...	...	...	o, d
	14th	10	29.605	29.633	83.2	81.9	95	S by E	...	0.06	13	...
	14th	16	29.507	29.525	83.4	83.0	85	S by E	...	...	8	...
	15th	10	29.602	29.620	83.3	82.3	95	SSE	...	...	...	o, d
	15th	16	29.519	29.537	85.3	82.5	87	S by W	...	...	...	o
	16th	10	29.579	29.597	80.0	79.0	95	SSW	...	0.56	...	o, d
	16th	16	29.533	29.541	80.0	79.0	95	SSW	...	1.01	...	o, d
	17th	10	29.606	29.634	83.7	81.7	91	SSW	...	...	...	o
	17th	16	29.571	29.589	85.6	81.2	81	S by W	...	...	8	...
SAGOR ISLAND.	18th	10	29.722	29.740	85.7	79.0	72	SW	...	0.02	K	...
	18th	16	29.650	29.638	88.2	81.5	74	SW	...	...	K, K	...
	19th	10	29.683	29.701	84.7	81.5	85	SSW	...	0.02	S	...
	19th	16	29.596	29.614	85.4	81.6	88	S by W	...	...	S	...
	13th	10	29.558	29.564	84	81	87	SSW	25.4°	1.40	N	b, o, w
	13th	16	29.498	29.504	86	82	83	SSE	10.4°	...	N	b
	14th	10	29.622	29.628	86	82	83	SSE	14.8°	...	N	b
	14th	16	29.528	29.534	86	84	91	SSE	14.4°	...	N	b
	15th	10	29.616	29.621	81	80	95	NE	8.4°	0.30	N	g, o, p
	15th	16	29.557	29.563	83	80	87	SSW	10.5°	2.10	N	o, p
CHITTAGONG.	16th	10	29.633	29.639	79	78	93	W	23.2°	1.40	N	o, p
	16th	16	29.557	29.563	83	82	95	S	23.5°	0.40	N	b, o, w
	17th	10	29.687	29.693	86	83	87	S	16.3°	0.10	N	b, m
	17th	16	29.604	29.610	86	83	87	SSE	17.9°	...	N	m, o
	18th	10	29.744	29.750	83	81	83	SSW	14.8°	...	K	b
	18th	16	29.636	29.642	80	82	73	SSE	15.0°	...	K	b
	19th	10	29.704	29.710	88	83	80	SSW	11.3°	0.40	K	b, v
	19th	16	29.614	29.620	86	82	83	SSW	15.0°	...	N	o
	13th	10	29.574	29.584	85	80	79	SSE	8.3°	0.30	K, KS	b, g
	13th	16	29.502	29.512	84	81	87	S	13.4°	...	KS	so
MADRAS.	14th	10	29.632	29.733	81	79	91	E	0.0°	0.80	KS	m, p
	14th	16	29.544	29.654	83	80	87	S	10.5°	...	K, KS	p
	15th	10	29.609	29.719	82	80	91	S	6.7°	0.10	K, KS	p
	15th	16	29.519	29.630	81	79	91	SE	10.0°	0.10	KS	p, w
	16th	10	29.644	29.755	79	77	90	S	9.0°	1.70	KS	p, w, g
	16th	16	29.587	29.699	77	76	95	E	10.5°	0.30	KS	r, o, g
	17th	10	29.627	29.738	78	77	95	SSE	11.1°	2.50	N	d, g
	17th	16	29.606	29.806	84	80	83	ESE	4.0°	0.10	K, CK, KS	p
	18th	10	29.607	29.717	83	79	83	SSE	6.5°	...	CK, CS	b
	19th	10	29.661	29.775	79	77	90	E	5.8°	1.20	K, KS	w
CUTTACK.	19th	16	29.579	29.690	81	78	86	SW	10.2°	0.10	K, KS	p
	13th	10	29.789	29.819	80	75	49	SW by W	11°	0.04	...	bo
	13th	16	29.638	29.668	87	77	37	SSW	11°	...	...	bo
	14th	10	29.719	29.749	87	75	55	S by W	9°	...	...	o
	14th	16	29.640	29.676	92	70	45	SSW	6°	...	...	bo
	15th	10	29.751	29.811	80	75	47	SW	13°	...	...	bo
	15th	16	29.653	29.683	94	78	41	N by W	10°	...	...	bo
	16th	10	29.806	29.836	87	77	61	SW by S	11°	0.23	...	bo
	16th	16	29.601	29.691	92	77	48	NW	7°	...	...	bo
	17th	10	29.785	29.815	89	74	46	WSW	10°	...	...	b, m
ARVAD.	17th	16	29.670	29.700	80	76	50	ENE	10°	...	...	bo
	18th	10	29.823	29.853	80	77	53	SW	8°	0.01	...	bo
	18th	16	29.702	29.732	88	78	69	NE	12°	...	...	bo
	19th	10	29.849	29.879	84	75	55	WSW	5°	...	...	bo
	19th	16	29.737	29.767	87	78	65	E	11°	...	...	bo
	13th	10	29.538	29.620	83	80	87	W	0.3°	0.40	N	r, d
	13th	16	29.427	29.509	88	81	79	WSW	0.7°	...	N, C	...
	14th	10	29.575	29.657	81	80	83	SSW	0.3°	...	KS, N	...
	14th	16	29.477	29.559	86	81	79	SW	0.5°	...	N	o, d
	15th	10	29.680	29.699	86	80	75	WSW	0.4°	...	N	cloudy
ARVAD.	15th	16	29.523	29.605	83	79	83	SSW	0.5°	...	N	d
	16th	10	29.585	29.668	82	76	87	SW	0.1°	...	N	cloudy
	16th	16	29.530	29.612	86	80	75	WSW	0.6°	...	N, KS	fair
	17th	10	29.640	29.728	87	78	65	WSW	0.8°	...	CK	...
	17th	16	29.550	29.632	84	79	79	SSW	0.8°	...	KS, C	...
	18th	10	29.686	29.778	88	79	65	WSW	0.3°	...	...	fair
	18th	16	29.592	29.673	91	80	60	NNE	0.4°	...	KS	fair
	19th	10	29.659	29.741	87	80	72	SSW	0.3°	...	CK	fair
	19th	16	29.503	29.643	90	80	63	SSW	0.5°	...	N	fair
	13th	10	29.706	29.723	83	79	87	SSW	1	0.60	K, KS	d
ARVAD.	13th	16	29.630	29.645	81	79	91	SW	1	0.50	K, KS	r
	14th	10	29.733	29.748	80	78	91	SE	1	2.90	KS	o
	14th	16	29.650	29.665	81	79	91	SSW	1	1.30	KS, N	d
	15th	10	29.743	29.758	80	78	91	...	1	1.60	KS, N	r
	15th	16	29.690	29.675	81	79	91	...	1	...	KS, N	d
	16th	10	29.767	29.783	82	80	91	...	1	1.20	K, KS, N	o
	16th	16	29.685	29.700	85	80	87	...	1	...	K, KS	o, w
	17th	10	29.783	29.797	84	81	87	SW	1	1.30	C, K	b
	17th	16	29.693	29.708	84	81	87	WSW	1	...	K, KS	g
	18th	10	29.780	29.805	81	78	86	SE	1	1.00	K, KS	g
ARVAD.	18th	16	29.710	29.725	78	75	86	SSW	1	0.10	K, KS, N	p
	19th	10	29.778	29.793	78	76	90	WNW	1	1.50	K, KS	p
	19th	16	29.686	29.701	79	77	90	W	1	0.10	C, K, S	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 19th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 15th JULY 1871.

N.B.—The Barometric data are reduced for temperature, and not for height above sea-level.

STATIONS.	Height above sea-level.	BAROMETER.				THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		Mean of				Solar Radiation.				Mean of min.		Mean daily range.		Mean of min.		Mean of						Highest Max.		Absolute range.		Lowest Min.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		Mean.	Day.	Night.	Range.	Max.	Day.	Night.	Range.	Mean.	Day.	Night.	Range.	Mean.	Day.	Night.	Range.	Mean.	Day.	Night.	Range.	Mean.	Day.	Night.	Range.	Mean.	Day.	Night.	Range.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

CALCUTTA,

The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	29.721	86.3	46	S 28° W
Madras	29.616	80.3	68	S 70° W
Vizagapatam	29.706	80.6	87	S 8° E
Akyat	29.643	85.6	75	S 45° W
False Point	29.623	83.0	56	S 28° W
Cuttack	29.600	84.2	68	S 10° W
Saugor Island	29.606	81.3	50	S 30° E
Chittagong	29.595	82.8	78	S 4° W
Calcutta	29.603	82.9	86	S 22° E
Jessore	29.622	82.7	68	S 16° E
Dacca	29.652	81.3	7	N 70° W
Cachar	29.541	83.8	47	S 10° E
Hazareebaugh	29.581	84.2	44	S 41° E
Berhampore	.....	84.6	21	S 66° E
Gya	.....	83.0	56	S 68° E
Patna	29.550	83.7	48	S 77° E
Monghyr	29.547	83.2	35	S 46° W
Darjeeling	29.592	82.1	19	S 29° E
Gowalparah	29.587	83.0	51	S 58° W
Shillong	29.599	84.6	17	S 16° E
Benares	29.554	85.9	37	S 49° E
Roorkee	29.538	.....	.....	.....

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st August 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°			In.	Miles.	In.	
August.	15th	29.606	80.6	79.8	145.2	82.4	80.8	79.7	0.92	S by W, S & S S W	...	102.9	0.56	Cirri and overcast. Thunder at 6½ P.M. Slight rain from 8 to 12 A.M. and 8½ to 9 P.M.
	16th	29.588	81.3	78.7	...	80.0	79.0	78.3	0.95	S S W	1.0	133.0	1.01	Overcast and Strati. Slight rain from 3½ A.M. to 6 P.M.
	17th	29.617	86.0	78.2	141.6	82.1	79.7	78.0	0.88	S S W & S by W	...	178.0	0.92	Overcast and cumuli. Thunder and Lightning between 7 and 8 P.M. Rain at 1 and 3 A.M. and from 6½ to 11 P.M.
	18th	29.603	88.2	79.9	146.0	84.1	80.3	77.6	0.81	S, S W & S by W	...	157.9	...	Cirri and cirrostrati and cumuli. Lightning at 11½ P.M.
	19th	29.647	86.0	81.0	116.0	83.6	81.4	79.9	0.89	S S W & S by W	...	73.8	0.02	Strati. Slight rain at 6 A.M.
	20th	29.653	86.5	81.5	138.0	83.5	80.4	78.2	0.85	S by W & S W	...	87.8	...	Strati. Lightning between midnight and 1 A.M.
	21st	29.654	87.0	78.0	141.3	81.6	79.6	78.2	0.90	S S W & S by W	1.5	96.5	2.60	Overcast and strati. Rain from 1½ to 12 A.M. and 5 to 11 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.2
The max. temperature during the past seven days	...	88.2
The max. temperature during the corresponding period of the past year	...	88.8
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.92

The total fall of rain from 15th to 21st	...	{ by lower rain gauge	...	5.20
		{ by anemometer gauge	...	4.68
Ditto ditto	average of seventeen previous years	...	...	3.51
Ditto	between the 1st January and the 21st August	...	...	75.14
Ditto ditto ditto	ditto, average of seventeen previous years...	...	...	47.51

GOPEENATH SEN,
In charge of the Observatory.

The 22nd August 1871.

GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.

Irrigation Branch.
Irrigation Operations of Lower Bengal up to 30th June 1871.

Irrigation Operations of Lower Bengal up to 30th June 1911.																						
Circle.	Canal.	WATER SUPPLIED DURING 1871-72.				APPROXIMATE AREA IRRIGATED DURING JUNE 1871.				RAIS-FALL.				NAVIGATION RETURN.					CHIEF IRRIGATION.		REMARKS.	
		Full supply depth.	Estimated full discharge in cubic feet per second.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during month in acres.	Of column 8 area receiving water for the first time during current year.	Total of columns 9 and 10 for all previous months of current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.	Per columns 8 and 9.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
Orissa	High Level	8	675	3-62	214	Cuttack	3,265	3,265	...	3,265	7-44	17-41	15-66	Local Government	86	213	2,704	962	Rice	Rice	192 617 cubic feet per second escape.	
	Kendrapara	7	1,263	4-43	600,624	Ditto	2,650	2,650	...	2,650	7-44	17-41	15-66	Local Through Government	128	731	7,919	10,109	Rice	Rice		
	Taldunda	8	1,300	6-75	Still water.	Ditto	500	500	...	500	7-44	17-41	15-66	Local Government	38	425	8,095	1,093	Rice	Rice		
	Midnapore Paschkoora	8	875	5-28	72-88	Midnapore	6,963	5,797	166	6,963	9-40	23-30	22-61	Local Government	70	282	9,384	4,680	Rice	Rice		
South-Western	High Level	6	240	1-20	173-8	Total	12,378	12,312	166	12,378	10-85	24-90	Not known.	Local	97	176	672	3,645	Rice	Rice	Ranges 1 and 3 closed for repairs.	
	Kendrapara	...	...	...	...	Cuttack	...	11	...	47	...	...	...	...	...	...	...	...	...	...
	Taldunda	...	...	...	...	Ditto	...	...	...	2,151	...	...	...	...	...	...	...	...	...	...
	Midnapore Paschkoora	...	...	...	...	Midnapore and Howrah	10,665	10,558	35	10,593	...	...	...	...	...	...	...	...	...	...
Orissa	High Level	
	Kendrapara	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South-Western	Taldunda	
	Midnapore Paschkoora	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

irrigation in Midnapore owing to the heavy rains, whereas during the month of June last year little rain fell.

T. M. KIRKWOOD, C. S.,
Bengal.

T. M. KIRKWOOD, C. S.,
 Canal Revenue Supdt., Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 1,279½ miles open.

Approximate Return of Traffic for 1904

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week	98,143	98,577 15 11	9,650 6 4	325,537 0	1,88,055 13 3	17,820 19 0	28,337 5 4	
Or per mile of railway	360,123	77 0 9	7 1 3	1,742,752 10	147 10 10	13 10 9	20 12 0	
For previous 4 weeks of half-year		4,41,987 7 10	40,515 10 5		11,82,127 11 9	103,778 7 6	144,293 17 11	
Total for 5 weeks	448,246	3,40,565 7 9	49,551 16 9	2,063,680 10	13,21,093 9 0	121,090 6 6	170,631 3 3	
COMPARISON.								
Total for corresponding week of previous year	82,929½	1,06,029 8 9	9,710 7 6	433,516 10	3,21,391 14 11	29,460 18 6	39,180 6 0	
Per mile of railway corresponding week of previous year	.....	93 11 4	8 11 9	.....	284 0 8	26 0 9	34 13 6
Total to corresponding date of previous year	478,796	5,93,088 10 8	54,366 9 3	2,090,903 20	17,77,640 5 8	162,960 7 4	217,316 16 7	

PORT LINE.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 223 miles open.

	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			Total traffic receipts.
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week	3,206½	7,808 4 6	640 18 6	22,622 30	6,488 5 6	504 15 3	1,264 13 0	
Or per mile of railway	15,274	36,941 9 2	3,385 0 3	102,156 0	29 1 7	2 13 4	5 13 5	
For previous 4 weeks of half-year								
Total for 5 weeks	18,480½	44,240 13 8	4,056 4 9	184,672 30	34,945 0 9	3,203 4 1	6,089 10 4	
COMPARISON.								
Total for corresponding week of previous year	2,501½	7,008 0 8	642 8 1	14,989 20	4,548 9 10	416 19 1	1,036 7 2	
Per mile of railway corresponding week of previous year		31 6 10	2 17 7		20 6 4	1 17 5	4 10 0	
Total to corresponding date of previous year	18,070	46,328 14 1	4,246 16 3	100,183 0	30,444 4 4	2,790 14 6	7,037 10 9	

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 5th August 1871, on 156½ miles open.

	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			Total traffic receipts.
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week	35,893	16,732 4 5	1,633 15 10	170,551 10	50,041 5 8	5,407 3 3	7,000 18 1	
Or per mile of railway	110,628½	64,396 9 6	5,903 0 4	401,718 17	381 1 6	34 18 8	51 13 8	
For previous 4 weeks of half-year								
Total for 5 weeks	146,519½	81,128 13 11	7,436 16 2	572,274 27	2,11,008 15 11	19,397 9 9	26,334 5 11	
COMPARISON.								
Total for corresponding week of previous year	22,094	11,816 2 0	1,083 3 0	5,036,587 0	7,394 4 1	690 2 9	1,779 5 9	
Per mile of railway corresponding week of previous year	200	104 5 5	9 11 4	445 0	67 0 11	6 2 11	15 14 3	
Total to corresponding date of previous year	181,730½	68,237 11 11	6,255 2 7	575,405 11	82,073 6 10	7,523 8 2	13,778 10 0	

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 5th August 1871, on 28 miles open.

	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			Total traffic receipts.
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week	8,648½	710 18 0	71 13 4	7,120 0	230 1 0	23 0 1	94 13	
Or per mile of railway	117,347	21,744 0 3	2,174 8 0	189,913 0	5,563 1 6	605 10 3	2,720 18	
For previous 4 weeks of half-year								
Total for 5 weeks	120,905½	22,460 10 9	2,246 1 4	190,038 0	6,795 3 0	678 10 3	2,824 11	
COMPARISON.								
Total for corresponding week of previous year	4,453½	764 10 9	76 9 4	2,679 28	377 13 6	37 15 8	114 6	
Per mile of railway corresponding week of previous year	159	27 4 11	3 14 7	846 0	13 7 11	1 7 0	4	
Total to corresponding date of previous year	109,333½	18,139 0 3	1,813 19 3	196,703 2	9,070 1 3	697 18 2	2,511 13	

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SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 30, 1871.

OFFICIAL PAPERS.

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Tobacco Cultivation, being a brief abstract of Dr. Forbes Watson's Report on Tobacco.

"The introduction of a system of cultivation and preparation of tobacco possessing first-rate qualities requires so much care that it can only be successfully attempted by means of experimental farms."—DR. FORBES WATSON.

(Supposing the area of ground on which the experiment is about to be tried to be an acre.)—Enclose with a wall (brick) about one foot and a half high a space five feet broad by twenty-five feet long. Dig out the soil enclosed to a depth of two feet, replacing the soil removed by two feet of strong stable manure. When this begins to ferment (to steam), cover with six inches of prepared earth and sow the seeds.

The seed-bed.

Sowing the seed.

To sow the seed more carefully, mix it with white wood-ash, and scatter the whole equally over the surface of the prepared ground (the seed ought to fall about four to the square inch, but with so small a grain as tobacco, it is impossible to be exact), and cover with an inch of good mould. After sowing, water the seed-bed with a fine-rosed watering pot. The sowing bed should be provided with a reed-mat covering, which after watering should be stretched across from wall to wall. This covering should be taken off (to allow the steam from the manure to escape and to admit fresh air) for two hours every morning and every evening.

After-care for the seed.

Three days after the first sowing, the bed should be watered again.

(N. B.—Water in the early mornings.)

Pricking out.

In about a week the plants should appear, and, when they seem to crowd, should be pricked out, leaving distances of one inch each way round each plant, thus:—

(N. B.—The spare plants should be preserved for filling up gaps in the rows when transplanted.)

- When the plants have developed four or five leaves, any one of which is an inch broad, they may be transplanted. The seed-bed should be watered in order to make the pulling up of the plants easier, and when pulled up the plants should be removed as quickly as possible to the site prepared for them.
- Planting out.** This site (supposed to be an acre in extent) should be level ground and exposed: a fence should be round it to protect it from jackals, &c. The soil should have been ploughed deep twice before the plants were put in, and afterwards harrowed and rolled carefully.
- The tobacco field.** It should have a fine light soil with a firm loamy sub-soil, manured with strong ammoniac manure at a ton per acre with a free distribution of vegetable remains.
- The soil.** The site of the tobacco plantation should be changed every two years, as tobacco is a most exhaustive crop.
- Tobacco an alternate crop.** (N. B.—Sun-flower would alternate with it well.)
- The plants should be planted in rows two feet apart, each plant two feet from the next, a pathway being left for the coolies between (not every row but) every two rows. A broader pathway (five or six feet broad) should intersect the plantation at right angles, forming at the point of intersection a convenient space for heaping the leaves.
- The plan of the field.** When the plants have been set out water well (N. B.—the watering pots used should have very finely perforated roses), and if any plants die, fill up the gaps with spare plants from the seed-bed.
- Watering.** After a day or two hoeing should commence. The hand is the best instrument, and the workmen should be told to kill every insect they see except ants, and to heap the earth carefully round the stems.
- "Hoeing."** If the plant threatens to be very leafy, remove superfluous leaves, leaving about fifteen to a plant. When the flower buds are plainly noticeable, they must be picked off with great care. (N. B.—For fancy smoking tobaccos, the flowers need not be removed.)
- Pruning.** There is after this very little necessary. The plants, however, should be most carefully examined once or twice a week, and every insect and weed removed.
- After-care of the plants.** Water should be supplied freely at intervals of a week, and to prevent the earth losing its humidity too suddenly, straw might be spread over it if the heat of the sun is peculiarly great.
- The leaves are of three qualities—the lower, middle, and upper; and the first to ripen are the lower. (To "ripen" is really to assume a yellow tint and bend down towards the ground.) As soon as yellow leaves begin to appear among the lower leaves, they must be picked. In about eight days the middle yield will show signs of ripeness, and should be gathered, and in about eight days more the remainder may be gathered. It can, however, be easily known that the leaves are ripe when they detach from the leaf-stalk with ease. They should be detached with the hand, the leaf being pulled upward.
- Picking the leaves.** Care must be taken to have labour available to gather each harvest in at its own time, for over-ripeness is fatal to proper curing.
- The only thing to be remembered in curing tobacco is that care must be taken not to allow the tobacco to lose its moisture too suddenly, for thereby it becomes brittle, or too slowly, for then it is in danger of rotting.
- Curing the leaves.** The rules on this head which hold good in Europe are however useless in India. The curing-houses again may be of any shape, provided only that ventilation is thorough, and that sunlight and damp are equally avoided.
- When the leaves have been picked, they are placed in heaps (which must be turned at intervals) to wilt, that is to fade, wither. By being in a heap they keep their moisture, and though quite dead, do not lose their flexibility.
- The leaves are then strung (on string or sticks) in the curing-house; after this they are exposed to the sun: they are then tied in bundles and heaped to induce fermentation. The details of the curing processes cannot be learnt from works on European tobacco cultivation, but may be acquired easily by the study of the temperature of this country during every hour of the day and every day of the year, and by a clear knowledge of what is required to be produced. Again, the arrangement of the leaves in the curing-houses so as to economise space, utilize ventilation, &c., &c., gives scope for the ingenuity of each cultivator, and cannot be learnt by rules.
- One point however to remember is that the leaves must not stick together when strung.
- Sorting the leaves.** When the leaves are dry without being brittle, dead and discoloured, but still pliant, they are said to be cured and are ready for sorting.
- The sorting of the leaves depends of course upon the local market for which the tobacco has been raised; but a safe rule is to keep for cigars all that can be kept for cigars, and to use the remainder for tobacco. Snuff, which requires the finest leaves of all, would not in India repay the manufacture. For natives of this country, the tobacco must be strong: for the European market, it must be aromatic: for any market, it must burn easily. It is evident,

therefore, that very much depends upon the manure used, as the matters drawn from the ground must materially determine the strength and combustibility of the produce. A heavy soil, strong manure, and plenty of moisture, produce a strong and rank tobacco; by ripening also tobacco gains in nicotine. Sunshine, dry warmth, and a light soil, give on the other hand mild and aromatic tobaccos. It is from this evident that next to the manure employed, the most important point is the quantity of the moisture, and if the manufacture is for the native market, this should be liberal.

The importance of choice of manure and watering.

NOTES.

The great difficulty in curing tobacco is the disposal of the midrib, which persists in either drying stiff or not drying at all. But why should it not be removed? Not entirely, for then the leaf would be split into two, but only on the back of the leaf, where the convex and greater part of the midrib projects. The operation, though a delicate one, would become easy to any child after a half-hour's practice. The operator would take a leaf in his left hand, holding it between his finger and thumb at the stalk end. About half an inch from the end (the stalk end), he would make an incision in the midrib with the thumb nail of the right hand and turn up an end. He would then take hold of this with the finger and thumb of the right hand, and with an equable force pull off the midrib downwards towards the point of the leaf. As soon as it became very fine, and there was a danger of the leaf being torn, he would nip the midrib off with his finger and thumb. By this, the concave or nearly flat surface of the midrib would be left on the upper side of the leaf, while on the back of the leaf the only sign of the midrib would be a narrow depression running down the centre of the leaf where the troublesome midrib had been. The operators (who might easily be children) should be particularly warned *not to handle the leaf or to make a rent in it.*

Indeed, throughout all the operations of pricking out, planting, hoeing, thinning, sorting, stringing, and midrib-scooping, every operator should be warned against touching the leaf except near the stalk end, and against tearing it. Care might be guaranteed by grading the wages of the operators according to results.

The sun-flower (*helianthus*) might be advantageously grown among the tobacco, 1st, for the shade it would give to the larger and coarser tobaccos required; 2nd, for the admirable stringing rods (if string itself is not used) which their stems supply; 3rd, as they would (if their leaves were ploughed into the ground) give almost the exact vegetable mould which is required by tobacco.

The sun-flower.

The 17th May 1871.

P. ROBINSON.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 26th August 1871.

Number.	District.	Date of return from each district.	Rainfall at weather station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	Remarks.
1	Bhangulpore	Aug. 25th	1.4	Favorable	Very good except where destroyed by the floods "which are washing people out of house and home."	The floods have risen to within 3 inches of that of 1857, the highest known in living memory.
2	Monghyr	" 26th	3.8	Rainy	Great damage done to the Bhadoi crops, property, and even life by floods and rain. Paddy good.	
3	Purneah	" 19th	1.8	Rain and sun	Both Bhadoi and Aghany good, but much injury has been done to both by the floods.	
4	Rajmehal	" 26th	5.9	Rainy	Bhadoi on the denas destroyed. Aghany very good.	
5	Deoghur	" 26th	.9	Favorable	Six annas of the Bhadoi crops destroyed. Paddy very good.	* Little rain. † Much fever and rheumatism; still some cholera.
6	Nya Doomka	" 26th	1.9	Rainy	Very good.	
7	Goida	" 19th	0	† Dry, then cool and rainy	Good	
8	Pakour	" 26th	4.1	Wet	Further injury to Jenarah by rain. Paddy cheerful.	
9	Jamtara.	" 26th	2.2	Rainy and cloudy.	Bhadoi crops have suffered from the heavy floods.	* Little rain. † Much fever and rheumatism; still some cholera.
10	Fatua	" 26th	1.2	Mild	Bhadoi injured; rice and rubbee good.	
11	Gya	" 26th	4.1	Cool	Good.	
12	Chumparun	" 19th	4.1	Wet	Bhadoi very much damaged.	
13	Sarun	" 19th	5	Rainy	Amun good.	* Little rain. † Much fever and rheumatism; still some cholera.
14	Shahabad	" 26th	2.4	Clear	Bhadoi much injured. Amun pretty good.	
15	Tirhoot	" 24th	4.7	Rainy and cloudy.	Good.	
16	Rajshahye	" 18th	3.9	Fair	Bhadoi damaged by floods and rain. Amun good.	
17	Bograh	" 19th	4.7	Cloudy and rainy.	Good owing to a seasonable and ample fall of rain.	* Little rain. † Much fever and rheumatism; still some cholera.
18	Dinapore	" 18th	9	Rather warm	Favorable; more rain wanted in some places.	
19	Maldah	" 26th	3	Rainy	Good.	
20	Moorsheadabad	" 19th	6	Cool and rainy, and then sultry and unhealthy.	Gloomiug. Bhagiruthes rising again.	
21	Pubna.	" 26th	2.5	Rainy and fair	Amun and Indigo good.	* Little rain. † Much fever and rheumatism; still some cholera.
22	Rungpore	" 26th	1.7	Sultry, little rain	Our damaged by floods and sugar-cane by rain. Amun good.	
23	Burdwan	" 26th	4.3	Rain and sun	Favorable.	
24	Bancoorah	" 26th	8	Fair	Good.	
25	Beerbloom	" 26th	3	Favorable	Favorable; winter crops on the banks of the Damoodur damaged.	* Little rain. † Much fever and rheumatism; still some cholera.
26	Hooghly	" 26th	2.8	Seasonable	Hopeful.	
27	Howrah	" 26th	2.8	Rainy	Good; some injury done by inundation.	
28	Midnapore	" 26th	2.9	Rainy and cloudy.	Unfavorable; one-third of the district inundated. Crops very much damaged.	
29	Nuddea	" 26th	7.8	Rainy and cloudy.	Our and Amun injured by floods.	* Little rain. † Much fever and rheumatism; still some cholera.
30	Jessore	" 26th	3.8	Rainy and cloudy.	Good.	
31	24-Pergunnahs	" 26th	2.9	Rainy and then dry.	Good.	
32	Dacca	" 19th	3.7	Rainy	Favorable.	
33	Rackergunge	" 26th	10.5	Very rainy	Good.	* Little rain. † Much fever and rheumatism; still some cholera.
34	Furzedpore	" 19th	4.7	Rainy	Brahmapooter slightly risen again; jute being cut; other crops good.	
35	Mymensing	" 21st	7.3	Cool and wet	Fair.	
36	Sylhet	" 19th	2.1	Mild	Excellent.	
37	Cachar	" 18th	6.6	Very rainy	Generally good.	* Little rain. † Much fever and rheumatism; still some cholera.
38	Chittagong	" 18th	6.4	Very rainy	Good.	
39	Noakhally or Bulloah	" 19th	8.4	Cloudy and rainy.	Good.	
40	Tipperah	" 12th	8.6	Rain and sun	Fair.	
41	Hill Tracts of Chittagong.	" 19th	1.7	Rainy	Favorable.	* Little rain. † Much fever and rheumatism; still some cholera.
42	Cuttack	" 26th	2.3	Cloudy and close	Good.	
43	Balasore	" 18th	9	Somewhat rainy	Generally good.	
44	Poorce	" 26th	5	Favorable	Favorable.	
45	Hazaroshaugh	" 26th				

Number.	District.	Date of return from each district.	Rainfall at under station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
46	Lohardugga ...	Aug. 25th	4	Fine ...	Very favorable.	
47	Maunbhoom ...	" 28th	1.4	Favorable ...	Good.	
48	Singbhoom ...	" 19th	3	Rainy ...	Very favorable.	
49	Durrung.	"				
50	Nowgong ...	" 19th	8.7	Rainy ...	Good	Earthquake at about 9½ A. M. on the 17th.
51	Seobaugor ...	" 19th	6.6	Very close ...	Crops almost wholly under water; great loss apprehended.	
52	Kamroop ...	" 19th	1	Dry and sultry ...	Great fears for the Amun for want of rain.	
53	Luckimpore ...	" 18th	8	Pleasant ...	Favorable.	
54	Khasi and Jynteah Hills	" 18th	1.2	Rainy ...	Promising well.	
55	Naga Hills.	"				
56	Julpigoree ...	" 18th	2.2	Dry and sultry ...	Bhadoi and Amun affected by want of rain.	
57	Gowalparah ...	" 19th	3	Rainy ...	Amun suffers from want of rain.	
58	Garo Hills ...	" 19th	2.8	Rainy, but seasonable.	Healthy.	
59	Darjeeling ...	" 19th	3.6	Healthy ...	Hill crops good; rice crops not likely to be good owing to want of rain.	
60	Cooch Behar ...	" 19th	•	Seasonable ...	Fair, if rain continues to fall.	• No rain gauge.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 29th August 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3.50	Nil	42.78	90th Aug. 1871.	
	Cuttack { Jail ...	3.78	0.09	38.66	ditto.	
	False Point ...	0.90	Not received	43.90	13th Aug. 1871.	
	Jajipore ...	12.80	ditto	67.41	ditto.	
	Kendraparah ...	5.70	ditto	34.90	ditto.	
	Juguteingapore ...	3.00	ditto	34.23	ditto.	
	Sambulpore ...	5.54	ditto	32.97	ditto.	
	Balasore ...	4.03	0.80	41.42	20th Aug. 1871.	
	Bhuddruck ...	8.16	0.45	44.54	ditto.	
CHOYA NAGPORE.	Poorce ...	1.02	0.78	38.88	ditto.	
	Khoordah ...	2.38	Not received	35.67	13th Aug. 1871.	
	Hazareebaugh ...	11.29	4.43	39.86	20th Aug. 1871.	
	Burhee ...	5.28	5.07	36.67	ditto.	
	Pachamba ...	5.78	3.77	43.21	ditto.	
	Ranchee ...	6.45	2.04	44.26	ditto.	
	Palamow ...	3.13	Not received	38.15	13th Aug. 1871.	
	Purulia ...	5.71	5.18	48.91	20th Aug. 1871.	
	Gobindpore ...	4.53	Not received	30.04	13th Aug. 1871.	From 12th June.
PATNA.	Chyebassa ...	12.09	ditto	42.16	ditto.	
	Patna ...	1.09	3.01	36.42	20th Aug. 1871.	
	Behar ...	3.54	3.78	42.65	ditto.	
	Barh ...	0.21	1.21	24.51	ditto.	
	Dinapore ...	2.80	3.48	34.07	ditto.	
	Gya ...	7.37	5.78	40.41	ditto.	
	Shorghotty ...	5.58	5.64	39.09	ditto.	
	Nowadah ...	6.56	5.40	39.80	ditto.	
	Arungabad ...	7.90	5.70	31.76	ditto.	
	Chumparan ...	2.30	3.71	27.78	ditto.	Not received 17th to 30th July.
	Bettiah ...	2.55	Not received	27.88	13th Aug. 1871.	From 6th June.
	Chuprah ...	10.13	4.75	46.68	20th Aug. 1871.	
	Sewan ...	6.88	5.08	30.33	ditto.	
	Mozufferpore ...	2.41	2.30	38.39	ditto.	
	Durbhangah ...	0.27	1.91	44.49	ditto.	
	Seetamaroe ...	1.40	2.08	33.54	ditto.	Not received 5th and 6th August.
	Tajpore ...	3.50	1.70	32.79	ditto.	Not recorded 6th to 19th March.
	Mudhubani ...	0.70	1.73	28.95	ditto.	From 1st April.
	Hajipore ...	0.76	2.21	21.72	ditto.	From 22nd May.
	Arrah ...	8.41	6.88	42.83	ditto.	
	Buxar ...	8.30	8.00	49.25	ditto.	
BHAUGULPORE.	Sasaram ...	4.15	5.16	33.31	ditto.	
	Bhubhooh ...	3.26	0.71	43.04	ditto.	
	Benares ...	5.70	Not received	33.08	13th Aug. 1871.	
	Bhaugulpore ...	0.85	2.45	28.41	20th Aug. 1871.	
	Mudheypoorah ...	0.95	Not received	30.51	13th Aug. 1871.	Not received 10th to 16th July.
	Banka ...	1.99	ditto	30.65	ditto.	
	Sooopol ...	Not received	1.89	1.89	20th Aug. 1871.	From 14th August.
	Monghyr ...	2.94	3.36	33.44	ditto.	
	Jamooie ...	1.81	3.50	30.73	ditto.	
	Begoesari ...	2.37	3.04	32.23	ditto.	
	Deoghur ...	3.55	5.97	46.37	ditto.	
	Jaintara ...	3.40	7.45	51.23	ditto.	From 13th Feb.
	Rajmehal ...	0.50	3.00	41.80	ditto.	From 12th Feb., and not received 20th and 21st May.
RAJSHAHY.	Pakour ...	0.14	1.40	26.74	ditto.	From 21st May.
	Purneah ...	1.95	4.22	43.74	ditto.	
	Kishengunge ...	1.75	Not received	34.26	13th Aug. 1871.	From 13th June.
	Arraria ...	2.86	4.66	35.20	20th Aug. 1871.	From 26th June.
	Rampore Banuiah... ..	0.28	0.17	54.30	ditto.	
	Nattore ...	0.71	Not received	53.01	18th Aug. 1871.	
	Bugrah ...	0.05	5.59	64.22	20th Aug. 1871.	
	Dinagapore ...	0.50	Not received	48.67	13th Aug. 1871.	
	Maldah ...	0.71	0.05	33.60	20th Aug. 1871.	
	Berhampore ...	2.08	3.44	47.71	ditto.	
	Jungipore ...	0.61	2.07	41.61	ditto.	
	Lalbagh ...	3.98	4.27	40.97	ditto.	From 16th Jan.
	Jamookandi ...	3.25	0.13	37.89	ditto.	From 17th April and not received 24th to 30th July.
BUDWAN.	Pubna ...	1.04	3.03	55.45	ditto.	Not recorded from 1st May.
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	
	Serajkunge ...	0.59	4.40	58.00	20th Aug. 1871.	
	Bungpore ...	0.50	2.40	64.00	ditto.	
	Bhowanigunge ...	0.35	Not received	45.63	13th Aug. 1871.	From 22nd January.
	Titilya ...	2.56	3.16	50.54	20th Aug. 1871.	
	Bardwan ...	2.62	8.32	46.67	ditto.	
	Cutwa ...	1.62	5.02	44.21	ditto.	
	Culna ...	2.10	6.03	51.94	ditto.	
	Bood-Bood ...	4.35	9.27	51.20	ditto.	
	Bancoorah ...	2.63	5.27	47.99	ditto.	
	Raneegunge ...	4.28	4.54	41.06	ditto.	
	Sooree ...	2.43	8.23	42.35	ditto.	
BUDWAN.	Hoghtly ...	3.00	10.32	62.59	ditto.	
	Serampore ...	3.20	3.45	37.85	ditto.	From 20th Mar., and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30.37	27th April 1871.	From 21st April, and not received 10th to 16th July.
	Howrah ...	2.83	3.01	73.05	20th Aug. 1871.	
	Midnapore ...	3.38	4.08	52.59	ditto.	
	Contai { Dy. Collr.'s Office... ..	10.74	1.88	50.33	ditto.	
	Contai { Engr's Office ...	11.45	2.43	65.60	ditto.	
BUDWAN.	Gurhetta ...	3.92	3.28	47.05	ditto.	From 6th February.
	Tumlook ...	Not received	Not received	40.18	16th July 1871.	

DIVISION.	Stations.	Rainfall from 31st July to 30th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kachnagpur	1.80	5.29	45.40	20th Aug. 1871.	
	Bongong	2.21	7.86	50.99	ditto.	
	Banaghat	3.49	8.90	45.86	ditto.	
	Meherpore	2.09	Not received	39.28	13th Aug. 1871.	
	Choodangah	1.55	5.55	61.35	20th Aug. 1871.	
	Kooshteah	2.38	3.58	60.05	ditto.	
	Jessore	0.96	8.08	65.92	ditto.	
	Khoolnah	1.57	10.78	60.44	ditto.	From 16th February.
	Jenidih	1.61	4.60	66.31	ditto.	From 8th March.
	Nurail	0.52	4.44	49.95	ditto.	From 3rd April.
	Magoorah	0.12	3.18	32.95	ditto.	ditto.
	Bagirhaut	1.73	7.27	60.42	ditto.	ditto.
	Maugor Island	10.80	4.30	43.40	ditto.	
	Calcutta	2.26	2.50	71.15	ditto.	
	Alipore { Jail	2.96	2.43	76.54	ditto.	
	{ Hospital...	2.84	2.77	75.05	ditto.	
	Barrackpore	Not received	Not received	67.24	6th Aug. 1871.	
	Dum-Dum	2.02	1.92	52.09	20th Aug. 1871.	
	Haraset	3.98	2.85	54.71	ditto.	
	Satkerah	1.83	5.54	59.98	ditto.	
	Buseerhaut	1.61	4.78	58.95	ditto.	
	Diamond Harbour	2.09	4.28	67.60	ditto.	
	Barripore	2.03	2.73	66.44	ditto.	
Dacca.	Dacca { Telegraph Office	1.36	4.77	71.98	ditto.	
	{ Jail	1.10	3.50	67.10	ditto.	
	Burrisaul	0.98	6.07	69.87	ditto.	
	Dowlat Khan	3.51	9.94	76.64	ditto.	
	Perazepore	1.53	13.89	70.61	ditto.	
	Madaripore	0.76	7.68	57.53	ditto.	Not received 10th to 16th July.
	Furzedpore	0.39	6.70	70.48	ditto.	
	Goalundo	0.98	3.41	87.14	ditto.	From 5th June.
	Mymensing	0.65	4.91	77.70	ditto.	
	Jamalpore	0.46	5.95	53.95	ditto.	Not received 19th to 25th June.
	Atteah	Nil	1.33	77.00	ditto.	
	Kishoregunge	2.60	Not received	75.72	13th Aug. 1871.	
	Sylhet	5.11	7.28	96.27	20th Aug. 1871.	
	Cachar	2.55	Not received	61.94	13th Aug. 1871.	
CHITTAGONG.	Hylakandy	1.15	ditto	60.60	ditto.	Not received 10th to 23rd July.
	Koyah	0.95	ditto	73.74	ditto.	Not received 17th to 23rd July and 31st July to 6th August.
	Chittagong { Telegraph Office	1.20	7.70	77.38	20th Aug. 1871.	
	{ Jail	1.09	6.52	81.25	ditto.	
	Cor's Bazar	3.41	Not received	117.25	13th Aug. 1871.	
	Rangamata Hill	3.55	ditto	69.98	ditto.	
COOCH BEHAR.	Noakhally	2.11	7.75	89.68	20th Aug. 1871.	
	Tipperah	0.47	4.15	74.47	ditto.	
	Brahmanbariah	3.57	Not received	75.07	13th Aug. 1871.	
	Akyab	5.80	11.60	154.50	20th Aug. 1871.	
	Buxa	1.96	8.88	128.97	ditto.	
	Gawalparah	3.35	Not received	69.02	13th Aug. 1871.	
ARUN.	Dhoobree	0.80	ditto	43.61	ditto.	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills)	1.00	ditto	70.08	ditto.	
	Darjeeling { Telegraph Office	Not received	ditto	70.89	31st July 1871	
	{ Hospital	4.80	6.06	79.09	20th Aug. 1871.	
	Rungbee	Not received	Not received	56.50	30th June 1871.	
	Falacottah	ditto	ditto	43.97	6th Aug. 1871.	
	Julpigoree	2.23	3.58	64.18	20th Aug. 1871.	
	Boda	0.58	Not received	41.83	13th Aug. 1871	Not received 31st July to 6th Aug.
ARUN.	Tezporo	1.75	ditto	58.31	ditto.	
	Nowgong	9.17	ditto	63.33	ditto.	
	Mungledye	Not received	ditto	42.91	6th Aug. 1871	From 30th January.
	Burpottah	2.33	ditto	58.85	13th Aug. 1871.	
	Gowhatty	1.39	ditto	40.38	ditto.	
	Sechnaugor	7.90	ditto	78.80	ditto.	
	Jorehaut	4.49	ditto	63.21	ditto.	From 27th February.
	Golaghat	2.09	ditto	70.45	ditto.	
	Nazorah	7.91	ditto	74.51	ditto.	
	Debrooghur	3.43	ditto	75.04	ditto.	
	Suddya	Not received	ditto	50.31	30th June 1871.	
	Shillong	0.56	ditto	47.37	13th Aug. 1871.	
	Cherrapunjee	6.56	ditto	213.10	ditto.	From 18th February.
	Jowai	2.77	ditto	80.21	ditto.	
	Samooogooding	Not received	ditto	30.62	6th Aug. 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 26th August 1871.

Meteorological Telegraphic Report for the period 20th to 26th August 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Augt.											
	20th	10	29.693	29.711	85.2	80.2	79	S S W	...	...	S.	
	16	20.618	29.634	85.2	82.8	89	S S W	...	...	...	S	
	21st	10	29.646	29.711	83.0	82.0	93	S by W	...	...	...	o, d
	16	29.687	29.695	87.0	82.4	81	S by W	...	0.63	...	S	
	22nd	10	29.704	29.722	81.0	79.5	83	S S W	...	2.13	...	o
	16	29.682	29.690	84.0	81.5	81	S W	...	0.09	...	K	
	23rd	10	29.689	29.707	83.5	79.8	85	W	...	0.02	S, CK	
SALGEE ISLAND.	16	29.693	29.611	80.6	81.0	77	W by S	...	...	...	S	
	24th	10	29.718	29.734	83.4	77.5	75	W by S	...	...	CS	
	16	29.621	29.689	87.4	81.0	74	W	...	...	...	C, K	
	25th	10	29.760	29.778	81.4	79.9	81	S S W	...	...	S, C	
	16	29.654	29.669	88.0	81.0	72	S W	...	...	...	S	
	26th	10	29.774	29.782	83.2	80.5	80	W S W	...	...	...	o, d
	16	29.682	29.690	84.5	80.5	83	W by S	...	...	...	K	
	20th	10	29.720	29.720	87	84	87	S S W	15.1°	...	N	b
CHITTAGONG.	16	29.693	29.634	87	83	83	S S W	18.3°	...	...	N	o
	21st	10	29.723	29.729	85	82	87	S S W	16.0°	0.10	N	o, v, u
	16	29.614	29.620	87	83	83	S	...	21.0°	...	N	b
	22nd	10	29.714	29.722	85	81	83	S	8.4°	0.10	N	o, v
	16	29.597	29.603	88	82	83	S S W	17.1°	...	...	N	m, o, u
	23rd	10	29.701	29.707	87	83	83	S W	8.7°	0.10	N	b, m
	16	29.614	29.620	88	81	79	S	10.3°	...	...	N	m, o
	24th	10	29.740	29.746	84	82	91	S W	0.2°	...	N	b, m, u
MADRAS.	16	29.635	29.641	87	82	79	S	6.0°	...	...	N	b, m, u
	25th	10	29.774	29.780	86	82	83	W	13.8°	...	K	b, m
	16	29.687	29.673	88	81	72	S S E	5.3°	...	...	N	o
	26th	10	29.787	29.793	86	82	84	S W	5.2°	...	N	b
	16	29.689	29.675	87	83	83	S	4.7°	...	...	N	o
	20th	10	29.658	29.768	83	78	78	E S E	0.8°	...	K, K8	u
	16	29.599	29.699	82	78	82	W	14.5°	...	...	K, K8	d, g
	21st	10	29.690	29.808	77	76	95	E	8.1°	0.40	N	d, u, g
CUTTACK.	16	29.637	29.748	79	76	90	S	5.3°	1.20	...	N	r, g
	22nd	10	29.676	29.788	77	74	95	E S E	6.1°	3.20	N	...
	16	29.579	29.689	62	79	87	S W	11.4°	...	...	K, K8	r, o
	23rd	10	29.689	29.781	77	70	95	S W	7.3°	1.70	N	b
	16	29.579	29.689	62	78	89	S	11.1°	...	...	CK, C	...
	24th	10	29.698	29.808	83	79	83	S E	6.0°	...	CK, K8	...
	16	29.614	29.724	85	80	79	S	12.7°	...	...	CK, CS	...
	25th	10	29.716	29.826	84	80	85	S W	4.5°	...	CK, K, C	...
ANYAR.	16	29.624	29.734	85	79	75	S W	0.4°	...	...	KS, C	...
	26th	10	29.775	29.885	84	75	79	S W	3.9°	...	K, C	...
	16	29.627	29.737	83	79	83	S W	10.5°	...	...	K, CK, C	...
	19th	10	29.829	29.959	91	76	47	W	5°	...	...	b
	16	29.715	29.745	90	78	56	E	10°	...	...	...	bc
	20th	10	29.840	29.870	90	79	59	S S W	10°	0.12	...	bc
	16	29.746	29.776	87	78	65	E S E	11°	...	...	...	b
	21st	10	29.834	29.866	91	78	63	S W	10°	...	...	b
CUTTACK.	16	29.732	29.762	91	79	66	S E by S	10°	...	...	...	bc
	22nd	10	29.831	29.861	90	75	47	W	10°	...	...	b, m
	16	29.728	29.758	90	76	50	E N E	9°	...	...	bc	...
	23rd	10	29.807	29.837	92	76	45	W	9°	...	...	b, m
	16	29.648	29.718	89	76	52	N E	10°	...	...	bc	...
	24th	10	29.829	29.859	92	77	49	S by W	0°	...	...	bc
	16	29.717	29.747	88	77	58	E S E	15°	...	...	bc	...
	25th	10	29.850	29.880	91	76	47	S by W	12°	...	...	b, m
CUTTACK.	16	29.755	29.785	87	78	65	E	8°	...	...	...	bc
	20th	10	29.674	29.766	89	78	59	S S W	0.3°	...	CK, K8	cloudy
	16	29.567	29.648	90	80	63	S W	0.8°	...	...	K8	cloudy
	21st	10	29.679	29.791	85	79	75	S W	0.3°	...	CK	cloudy
	16	29.610	29.692	88	78	78	S W	0.7°	...	...	N	u
	22nd	10	29.882	29.764	85	79	75	S W	0.1°	...	C	dewy
	16	29.580	29.663	82	76	74	S S W	0.5°	...	...	N	o, d
	23rd	10	29.659	29.741	87	79	68	W S W	0.3°	...	K8	fair
CUTTACK.	16	29.558	29.639	91	78	53	W S W	0.4°	...	...	N	fair
	24th	10	29.696	29.778	88	79	65	W S W	0.1°	0.10	K8	fair
	16	29.592	29.673	91	82	66	W S W	0.2°	...	...	K8, N	fair
	25th	10	29.726	29.808	87	80	72	W S W	0.1°	...	C, K	fair
	16	29.682	29.708	91	80	60	W	0.6°	...	...	K	fair
	20th	10	29.810	29.825	61	77	82	S	1	...	K, S	...
	16	29.718	29.783	82	78	82	S W	1	...	...	K, K8, C	...
	21st	10	29.823	29.887	80	78	91	S	1	0.10	K8	d, w
CUTTACK.	16	29.725	29.740	88	80	87	S W	1	0.10	...	K, K8	m, o
	22nd	10	29.803	29.818	80	78	91	W	1	0.60	K, K8	d
	16	29.703	29.718	80	78	91	R N E	1	0.10	...	N, K8	d
	23rd	10	29.771	29.786	77	76	95	E	1	1.70	N	r
	16	29.691	29.706	77	76	90	E	1	1.70	...	CS, K	r
	24th	10	29.801	29.816	77	75	90	S E	1	0.40	K8, N	r
	16	29.693	29.708	80	78	91	S	1	0.80	...	K, K8	...
	25th	10	29.797	29.812	82	78	82	E	1	...	C, K, K8, CK	...
CUTTACK.	16	29.705	29.720	83	80	87	W	1	0.10	...	C, CS, K	...
	26th	10	29.840	29.855	77	75	90	S E	1	3.40	K, CK, K8	...
CUTTACK.	16	29.728	29.743	89	77	78	S S W	1	...	...	K, CS	...

• Velocity of wind in miles per hour.

CALCUTTA,
The 26th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of the Results of the Hourly Meteorological Observations taken at the Surveyor-General's Office, Calcutta, in the month of July 1871.

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea-level, 18·11 feet.

MONTHLY RESULTS.

	Inches.
Mean height of the barometer for the month ...	29·551°
Max. height of the barometer occurred at 11 A.M. on the 13th ...	29·724
Min. height of the barometer occurred at 4 P.M. on the 30th ...	29·359
Extreme range of the barometer during the month ...	0·365
Mean of the daily max. pressures ...	29·606
Ditto ditto min. ditto ...	29·492
Mean daily range of the barometer during the month ...	0·114
<hr/>	
Mean dry bulb thermometer for the month ...	82·5
Max. temperature occurred at 1 P.M. on the 29th ...	90·5
Min. temperature occurred at 6 A.M. on the 2nd ...	75·5
Extreme range of the temperature during the month ...	15·0
Mean of the daily max. temperature ...	86·8
Ditto ditto min. ditto ...	79·4
Mean daily range of the temperature during the month ...	7·4
<hr/>	
Mean wet bulb thermometer for the month ...	80·0
Mean dry bulb thermometer above mean wet bulb thermometer ...	2·5
Computed mean dew-point for the month ...	78·2
Mean dry bulb thermometer above computed mean dew-point ...	4·3
<hr/>	
Mean elastic force of vapour for the month ...	0·946
<hr/>	
Mean weight of vapour for the month ...	10·17
Additional weight of vapour required for complete saturation ...	1·47
Mean degree of humidity for the month, complete saturation being unity ...	0·87
<hr/>	
Mean max. solar radiation thermometer for the month ...	137·2
<hr/>	
Rained 30 days,—max. fall of rain during 24 hours ...	8·25
Total amount of rain during the month ...	15·93
Total amount of rain indicated by the gauge* attached to the anemometer during the month ...	14·77
Prevailing direction of the wind ...	S by E, S & S S W.

* Height, 70 feet 10 inches above ground.

The 25th August 1871.

GOPEENATH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week	63,297	94,496 15 3	8,656 14 5	817,176 0	1,59,174 5 0	14,590 19 7	23,247 14 6	
Or per mile of railway	...	78 12 11	6 15 4	...	124 6 6	11 9 1	16 3 5	
For previous 5 weeks of half-year	448,966	5,40,566 7 9	49,551 16 9	2,065,009 10	18,21,085 9 0	121,099 6 6	170,861 2 3	
Total for 6 weeks	531,563	6,35,062 7 0	58,208 11 3	2,882,285 10	14,80,257 14 0	136,690 6 1	193,968 17 3	
COMPARISON.								
Total for corresponding week of previous year	56,135½	1,04,768 8 8	9,602 16 9	481,781 30	3,38,545 4 9	31,062 4 4	40,638 3 1	
Per mile of railway corresponding week of previous year	.....	92 9 4	8 9 9	.....	269 3 3	27 8 6	35 18 3
Total to corresponding date of previous year	564,931½	6,97,840 14 4	63,980 6 0	3,122,395 10	21,16,185 10 5	169,963 13 8	237,967 19 8	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 238 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,003	7,163 13 6	654 13 9	26,797 30	7,200 9 4	680 12 1	1,817 5 18
Or per mile of railway ...	...	32 2 0	2 16 11	...	32 6 1	2 19 3	5 18 2
For previous 5 weeks of half-year ...	18,480½	44,240 13 8	4,066 4 9	164,678 30	41,432 6 3	3,707 19 4	7,854 4 1
Total for 6 weeks ...	21,473½	51,413 11 2	4,712 16 6	210,476 30	48,638 16 9	4,408 11 5	9,171 9 11
COMPARISON.							
Total for corresponding week of previous year ...	3,140½	8,077 12 4	740 9 5	16,726 0	5,423 6 8	497 3 11	1,337 13 4
Per mile of railway corresponding week of previous year ...	...	35 3 7	3 6 5	...	24 8 1	2 4 7	5 11 0
Total to corresponding date of previous year ...	21,210½	54,406 11 5	4,987 5 8	116,908 0	35,867 11 0	3,237 17 5	8,375 3 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 12th August 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	26,339	13,592 2 8	1,245 0 9	160,210 8	65,956 7 9	6,036 16 11	7,261 17 7
Or per mile of railway ...	169	86 12 7	7 19 1	1,024 0	420 13 11	38 11 6	46 10 7
For previous 5 weeks of half-year ...	146,519½	81,128 13 11	7,436 16 2	572,274 27	2,11,608 15 11	19,597 9 9	26,834 5 11
Total for 7 weeks ...	172,906½	94,711 0 7	8,681 16 10	732,480 35	2,77,465 7 8	25,434 6 8	34,116 3 6
COMPARISON.							
Total for corresponding week of previous year ...	23,881	10,947 2 1	1,008 9 9	66,530 26	15,548 0 4	1,424 13 9	1,495 3 6
Per mile of railway corresponding week of previous year ...	156	69 16 7	6 17 3	665 0	127 8 10	12 11 7	9 9 10
Total to corresponding date of previous year ...	164,111½	79,184 14 0	7,356 13 4	563,995 30	97,615 9 2	8,949 1 11	10,306 14 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 12th August 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,539	719 15 0	71 19 11	18,456 20	336 10 0	23 13 4	104 13 3
Or per mile of railway ...	162	25 11 9	2 11 3	373 18	11 10 8	1 3 4	3 14 7
For previous 19 weeks of half-year ...	120,995½	22,480 10 9	2,246 1 4	190,636 0	5,785 9 6	578 10 8	2,834 11 7
Total for 20 weeks ...	125,534½	23,199 10 3	2,318 1 3	209,092 20	6,111 13 6	611 3 7	2,939 4 10
COMPARISON.							
Total for corresponding week of previous year ...	4,551½	746 3 0	74 12 3	6,777 30	391 12 0	20 3 8	94 15 0
Per mile of railway corresponding week of previous year ...	163	26 10 4	2 12 3	342 0	7 8 3	0 14 5	3 7 8
Total to corresponding date of previous year ...	110,766	18,885 11 8	1,899 11 5	203,460 23	7,160 13 3	718 1 8	2,934 13 1

No. 36

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 6, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Administration Report of the Dacca Municipality for 1870 71.

From F. B. SIMSON, Esq., Commissioner of the Dacca Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 183, dated Dacca, the 16th August 1871.)

I HAVE the honor to submit herewith copy of an annual administration report and a statement of actual receipts and expenditure of the Dacca municipality for the year 1870-71.

2 I have very little to write on the report. The chairman has not remarked upon the attendance of the members at municipal meetings; but I may say that throughout the year there has been no complaint from the newspapers or individuals, and if anything worthy of animadversion had occurred, this silence would certainly have been broken. The attention of the committee lately has been chiefly directed to the proposed improvements of the town, for which the Government of India has authorized advance of funds. This is the subject of separate correspondence.

From D. R. LYALL, Esq., Chairman of the Municipal Commissioners, Dacca, to the Commissioner of the Dacca Division,—(No. 56, dated Dacca, the 26th May 1871.)

I HAVE the honor to submit the following account of the receipts and disbursements of the Dacca municipality for the year ended 31st March 1871.

2. In the accompanying statement the total receipts will be found to amount to Rs. 47,646. The collections of house tax have realized Rs. 34,400, a sum which may be considered a fair result. Arrears under this head include one important item, viz. the tax due on Government buildings, amounting nearly to Rs. 2,000; but they will be speedily realized in full or written off as unrealizable.

3. The sum of Rs. 3,500 (which is considerably in excess of amount collected last year) has been realized on account of wheel tax. Additional agency has been employed for the collection of this tax, the work being too much for one man, and arrears—which amounted at close of the year to Rs. 2,557—have rapidly diminished. The vice-chairman has given his special attention to this point.

4. Ferries have been let at an enhanced rent for the ensuing year, and all arrears have been paid up, the total sum realized for 1870-71 being Rs. 3,860. Other minor receipts accruing from pound, bazar rents, &c., have almost fully realized the sum estimated for each.

5. The expenditure for the past year has amounted to Rs. 45,600, a balance of Rs. 2,007 having been carried to next year's account.

6. The municipality has no debts outstanding, and I have the honor to report that the administration of its funds, according to disbursements shown in accompanying statement, has met with careful consideration.

7. The improvement of the sanitary state of the city has been under the frequent consideration of the committee, everything as far as available funds permitted having been done to this desirable end.

8. The Act has been worked regularly, and many nuisances have been removed. 2,200 notices have been issued, and 650 summonses served on offenders against Act and by-laws.

9. The roads of the city have kept in good repair, and about a mile of new road-work has been finished, good materials having been laid to an average depth of five inches. The balance in hand enables us to have the roads put at once into proper order, whereas in former years there has been delay from want of funds. In this balance the Government contribution of Rs. 500 on damage done by elephants is included, it having not yet been spent.

10. The expense of collection is about 11 per cent., owing to the large amount of small items. I see no means of decreasing this.

Statement of the actual receipts and expenditure of the Dacca Municipality for the year 1870-71.

RECEIPTS.

			Rs.	As.	P.
Balance of last year	..	..	216	9	1
Amount collected on account of the rate of $7\frac{1}{4}$ per cent. upon the annual value of houses, buildings, and lands			34,477	2	6
Ditto ditto of tax on carriages, horses, and elephants			3,564	8	0
Ditto ditto of fines, &c., under Act III of 1864			192	6	3
Ditto ditto of rent of Committeeegumj Bazar			1,477	18	0
Ditto ditto of rent of Company's garden			160	0	0
Ditto ditto of rent of the upper story of municipal office			500	0	0
Ditto ditto of license fees			202	0	0
Ditto ditto of miscellaneous receipts			1,336	10	3
Ditto ditto of fees			15	1	0
Ditto ditto of ferries			3,860	1	0
Ditto ditto of pounds			1,644	12	9
Total			47,646	15	10

EXPENDITURE.

			Rs.	As.	P.
Charges incurred in the collection of tax on carriages and horses, &c., and of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses, buildings, and lands			4,298	15	3
Conservancy charges			7,763	2	9
Amount paid for the maintenance of the city police			16,501	1	0
Ditto	for repair of committee's tiled huts		208	13	3
Ditto	for filling up tanks and hollows		66	4	0
Ditto	for construction of four filth carts		409	7	0
Ditto	for surface drainage		8	0	3
Ditto	for repair to bridges and culverts		362	2	9
Ditto	for construction of six conservancy carts		712	8	0
Ditto	for purchase of four bullocks		100	0	0
Amount expended for new metalling roads—					
I.	Road leading from sudder pound to Koonjoo Baboo's house		1,008	3	9
II.	Dig Bazar road		702	3	3
III.	Beygum Bazar road		386	13	3
IV.	Panioty's Lane road		478	1	6
V.	Steamer ghaut road		267	1	6
VI.	Road leading from the south of the sudder ameen's court to the south of the judge's court		264	2	6
Amount paid for metalling the bund road with rubbish			169	8	0
Ditto	for repair of the existing roads		426	8	3
Ditto	as vaccination charges		360	0	0
Amount laid out for petty miscellaneous works			62	12	6
Ditto	for watering the streets		1,734	1	3
Establishment of the office of the municipal commissioners constituted under Act III of 1864			4,150	14	6
Contingencies of the office of the municipal commissioners, viz.—					
			Rs.	As.	P.
Printing charges		...	290	11	0
Law charges		...	210	11	0
Miscellaneous		...	184	14	6
			686	4	6
Establishment entertained for the repairs of roads			4,511	13	9
Balance on the 31st of March 1871			2,007	11	1
Total			47,646	15	10

DACCA MUNICIPALITY,
The 26th May 1871.

D. R. LYALL,
Commissioner.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 2nd September 1871.

Number.	District.	Date of return from each district.	Rainfall at Standard Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhangulpore	... Sept. 1st	·6	Favorable	... Good, the heavy floods subsiding.	
2	Monghyr	... " 2nd	2·4	Fair	... Bhadoi very much injured. Amun pretty fair now.	
3	Purneah	... Aug. 26th	8·8	Rain and sun	... Both Bhadoi and Aughany are much injured by the floods.	
4	Rajmehal	... Sept. 2nd	4·1	Rains and storms	... No change.	
5	Deoghur	... " 2nd	1·2	Favorable	... Bhadoi 4 annas loss.	
6	Nya Doomka	... " 2nd	3·8	Dry	... Very favorable all round.	
7	Godda	... Aug. 26th	·	Cool and cloudy	... Bhadoi gone; late rice excellent.	*No rain guages.
8	Pakour	... Sept. 2nd	·6	Seasonable	... No change.	
9	Jamtara.	...				
10	Patna	... " 2nd	1·6	Rainy and cloudy	... Bhadoi almost entirely lost by floods and continual rain; rice also considerably damaged.	
11	Gya	... " 2nd	·4	Seasonable	... Bhadoi injured; rice good.	
12	Chumparun	... Aug. 25th	4·2	Cool	... Bhadoi excellent. Aughany sown.	
13	Sarun	... " 26th	3·	Wet and unfavorable.	... Bhadoi and Aughany hopelessly injured by the excessive rains and the floods of the Ganges.	
14	Shahabad	... Sept. 2nd	1·4	Rather rainy	... Bhadoi half destroyed; rice promises well.	
15	Tirhoot	... " 2nd	2·7	Rain and cloudy	... Hopeful, but some damage has been done by floods. Ganges, Bhagirthee, and Gunduck daily rising.	
16	Rajshahye.	...				
17	Bogra	... Aug. 25th	5·2	Unpromising	... Favorable.	
18	Dinapore	... " 26th	5·9	Thunder and lightning.	... Favorable.	
19	Maldah	... " 26th	2·9	Rainy	... Good, but partially injured by inundation.	
20	Moorsshedabad	... Sept. 2nd	1·4	Rainy	... Gloomy. Floods have done further damage.	
21	Pubna	... Aug. 26th	3·1	Seasonable	... Ous slightly injured; Amun good.	
22	Rungpore	... " 26th	6·6	Rainy	... The rain has done good to the crops.	
23	Burdwan	... Sept. 2nd	5·1	Rainy and fair.	... Ous much damaged; Amun good.	
24	Bancoorah	... " 2nd	·8	Hot	... Favorable.	
25	Beerbhoom	... " 2nd	2·7	Rain and sun	... Good.	
26	Hooghly	... " 2nd	2·	Fair	... Favorable, with partial damage to the early crops.	
27	Howrah	... " 2nd	2·	Favorable	... Favorable.	
28	Midnapore	... " 1st	1·8	Favorable	... Good where there have been no floods.	
29	Nuddea	... " 2nd	2·6	Generally fair	... 3rd of the Ous and 3rds of the Amun will be lost owing to the floods, which are daily increasing.	
30	Jessore	... " 1st	1·7	Cloudy and hot	... Ous partly damaged, and Amun almost gone, being mostly under water.	
31	24 Pergunnahs	... " 2nd	·7	Rainy and cloudy	... Good generally.	
32	Dacca	...				
33	Buckergunge	... Aug. 26th	5·5	Rain and sun	... Favorable.	
34	Furzedpore	...				
35	Mymensingh	... " 26th	5·8	Rainy	... Excellent.	
36	Sylhet,	... " 26th	12·4	Very wet and cool.	... Rains will benefit the crops.	
37	Cachar	... " 26th	5·1	Mild	... Good. Ous partly damaged.	

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
38	Chittagong. ...	Aug. 25th	7.4	Very rainy ...	No injury to the crops.	
39	Noakhally or • Bul- looh ...	" 25th	6.5	Rainy ...	Good.	
40	Tipperah ...	" 26th	9.6	Rainy ...	Good.	
41	Hill Tracts of Chit- tagong ...	" 19th	2.5	Rain ...	Rice good; cotton thriving.	
42	Cuttack ...	" 26th	.3	Fine ...	Good	
43	Balasore ...	Sept. 2nd	.3	Good ...	Excellent.	
44	Pooree ...	Aug. 26th	.2	Not good ...	Very fair.	
45	Hazareebaugh ...	Sept. 2nd	.9	Favorable ...	Favorable.	
46	Lohardugga ...	"	"	"	"	
47	Maunbhoom ...	Sept. 2nd	2.9	Very favorable	Good	
48	Singbhoom ...	Aug. 26th	.7	Seasonable ...	Very favorable.	
49	Durrung ...	" 26th	8.2	Rain and sun ...	Fair.	
50	Nowgong ...	" 26th	20.5	Rainy ...	Favorable, but in some places floods have done injury.	
51	Seesaugor.	" 26th	13.6	Very damp, worm, and un- healthy.	Good, but some damage by floods.	
52	Kamroop ...	" 26th	7.1	Rainy ...	Rains have done good.	
53	Luckimpore.	" 26th	3.6	Rainy and cloudy	Satisfactory.	
54	Khumi and Jynteah Hills.	" 26th	5.7	Rainy ...	Promising well.	
55	Naga Hills.	"	"	"	"	
56	Julpigoree ...	" 26th	11.	Wet ...	Rains have done good.	
57	Gowalparah ...	" 26th	5.1	Rainy ...	Cultivation going on.	
58	Garohills ...	" 26th	10.3	Seasonable ...	Healthy.	
59	Darjeeling ...	" 26th	10.8	Rainy ...	No change.	
60	Cooch Behar ...	" 26th	*	Seasonable ...	Good.	No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 5th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office,**

Divisions.	Stations.	Rainfall from 14th to 20th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	0.10	42.88	27th Aug. 1871.	
	Cuttack { Jail ...	0.09	0.25	38.81	ditto.	
	Falee Point ...	0.20	Not received	44.10	20th Aug. 1871.	
	Jajipore ...	1.25	1.44	70.10	27th Aug. 1871.	
	Kendraparah ...	0.40	Nil	35.30	ditto.	
	Jugutripore ...	0.20	1.40	35.83	ditto.	
	Sunbulpore ...	Not received	Not received	32.97	13th Aug. 1871.	
	Balsore ...	0.60	2.18	43.60	27th Aug. 1871.	
	Bhuddruck ...	0.45	0.32	44.86	ditto.	
	Pooree ...	0.78	1.20	40.08	ditto.	
CHOTA NAGPORE.	Khoordah ...	0.71	4.20	43.57	ditto.	
	Hazareebaugh ...	4.43	0.41	40.27	ditto.	
	Barhee ...	5.87	1.50	38.37	ditto.	
	Pachamba ...	8.77	2.85	46.06	ditto.	
	Ranchhee ...	2.04	3.27	47.53	ditto.	
	Palamow ...	3.57	2.52	39.24	ditto.	
	Purulin ...	5.18	4.18	53.09	ditto.	
	Gobindpore ...	5.00	4.76	40.60	ditto.	From 12th June.
	Chyebassa ...	0.89	0.69	43.74	ditto.	
	Patna ...	3.01	2.72	39.14	ditto.	
PATNA.	Behar ...	3.78	1.94	44.59	ditto.	
	Barh ...	1.21	1.13	25.64	ditto.	
	Dinapore ...	3.48	0.33	40.40	ditto.	
	Gya ...	5.78	1.38	41.79	ditto.	
	Sherghatty ...	5.04	3.02	37.01	ditto.	
	Nowadah ...	5.40	0.07	39.09	ditto.	
	Aringahad ...	5.70	1.26	33.02	ditto.	
	Chumparun ...	3.71	Not received	20.29	20th Aug. 1871.	
	Bettiah ...	0.75	ditto	28.01	ditto.	From 5th June.
	Chuprah ...	4.75	2.90	49.58	27th Aug. 1871.	
BRAHMPUR.	Sewan ...	5.08	6.00	45.99	ditto.	
	Moxufferpore ...	2.30	1.80	40.18	ditto.	
	Darbhanga ...	1.91	9.18	53.67	ditto.	
	Seotamaree ...	2.08	7.93	41.47	ditto.	
	Tajpore ...	1.70	2.00	61.79	ditto.	Not recorded 6th to 10th March.
	Mudhubani ...	1.73	11.09	40.64	ditto.	From 1st April.
	Hajipore ...	2.21	3.43	25.15	ditto.	From 22nd May.
	Arrah ...	6.06	5.70	49.53	ditto.	
	Buxar ...	6.80	4.58	53.43	ditto.	
	Sasaram ...	5.16	2.60	35.01	ditto.	
BRAHMPUR.	Bhubhoah ...	6.71	2.31	45.95	ditto.	
	Benares ...	4.05	2.50	39.69	ditto.	
	Bhagulpore ...	2.45	0.92	29.33	ditto.	
	Mudheypoorah ...	1.23	6.20	42.23	ditto.	
	Banka ...	0.44	3.17	34.26	ditto.	
	Soopool ...	1.69	12.25	14.14	ditto.	From 14th August.
	Monghyr ...	3.86	5.49	43.93	ditto.	
	Jamouie ...	3.50	2.30	39.03	ditto.	
	Begoesari ...	3.04	1.54	33.77	ditto.	
	Deoghur ...	5.07	1.74	48.11	ditto.	
RAJSHAHY.	Jamtara ...	7.45	4.10	55.33	ditto.	From 18th Feb.
	Rajmehal ...	3.00	6.20	48.00	ditto.	From 12th Feb., and not received 20th and 21st May.
	Pakour ...	1.40	5.30	32.04	ditto.	From 21st May.
	Purneah ...	4.22	0.71	50.45	ditto.	
	Kishengunge ...	4.06	Not received	38.32	20th Aug. 1871.	From 13th June.
	Arraria ...	4.66	5.24	40.44	27th Aug. 1871.	From 26th June.
	Rampore Beaulah ...	6.17	5.70	60.60	ditto.	
	Nattore ...	1.87	3.09	58.87	ditto.	
	Rograb ...	5.59	0.50	70.72	ditto.	
	Dinapore ...	4.44	4.99	55.10	ditto.	
RAJSHAHY.	Maldah ...	0.05	2.71	38.31	ditto.	
	Berhampore ...	3.64	2.44	50.15	ditto.	
	Jungipore ...	2.97	3.53	45.14	ditto.	
	Lalbagh ...	4.37	2.74	43.71	ditto.	From 16th Jan.
	Jamookandi ...	6.13	4.09	44.98	ditto.	From 17th April.
	Pubna ...	3.03	2.28	57.78	ditto.	
	Berajgunge ...	4.80	2.08	60.08	ditto.	
	Runkpore ...	2.40	6.10	70.70	ditto.	
	Bhowanigunge ...	2.33	3.24	61.20	ditto.	From 22nd January.
	Titalya ...	3.16	7.06	57.80	ditto.	
BARDWAN.	Bardwan ...	8.32	3.91	50.58	ditto.	
	Cutwa ...	5.02	3.44	47.65	ditto.	
	Culina ...	6.03	2.03	53.97	ditto.	
	Hood-Hood ...	9.27	3.03	55.13	ditto.	
	Bancoorah ...	5.27	2.17	50.09	ditto.	
	Staneegunge ...	4.58	4.23	45.29	ditto.	
	Sooree ...	8.23	7.74	46.09	ditto.	
	Hooghly ...	10.32	1.90	64.49	ditto.	
	Serampore ...	3.45	3.75	42.93	ditto.	From 20th Mar.
	Jehanshab ...	Not received	Not received	30.37	23rd July 1871.	From 21st April, and not received 10th to 16th July.
BARDWAN.	Howrah ...	3.01	2.02	75.07	27th Aug. 1871.	
	Midnapore ...	4.03	3.20	55.79	ditto.	
	Contai { Dy. Collr.'s Office ...	1.88	0.31	50.64	ditto.	
	Contai { Mgr.'s Office ...	2.43	0.52	60.19	ditto.	
	Gurbetta ...	3.28	2.06	48.09	ditto.	From 6th February.
BARDWAN.	Tumloek ...	4.37	1.07	63.19	ditto.	

DIVISION.	Stations.	Rainfall from 14th to 26th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnagpur	8.29	3.00	48.40	27th Aug. 1871.	
	Bongong	7.86	Not received	57.08	20th Aug. 1871.	
	Ranaghat	3.90	2.19	48.05	27th Aug. 1871.	
	Meherpore	2.43	Not received	41.71	20th Aug. 1871.	
	Choochagrab	5.55	ditto	61.35	ditto.	
	Koostesh	3.56	3.07	63.12	27th Aug. 1871.	
	Jessore	4.06	4.31	70.23	ditto.	
	Khoolnah	10.76	2.01	62.45	ditto	From 16th February.
	Jenidah	4.60	7.44	73.75	ditto	From 6th March.
	Nurail	4.84	1.08	61.08	ditto	From 3rd April.
	Magoorah	3.16	2.27	35.22	ditto	ditto.
	Bagirhaut	7.27	3.27	64.39	ditto	ditto.
	Saugor Island	4.70	0.50	73.00	ditto.	
	Calcutta	2.66	2.27	75.25	ditto.	
	Alipore { Jail	2.43	2.22	70.46	ditto.	
	{ Hospital	2.77	2.56	78.21	ditto.	
	Barrackpore	Not received	Not received	65.24	6th Aug. 1871.	
	Dum-Dum	1.92	ditto	52.00	20th Aug. 1871.	
	Barasat	2.85	ditto	54.74	ditto.	
	Satkhora	5.54	ditto	59.88	ditto.	
	Buzaerhaut	4.78	ditto	58.95	ditto.	
	Diamond Harbour	4.28	ditto	67.80	ditto.	
	Barripore	2.73	ditto	66.44	ditto.	
DACCA.	Dacca { Telegraph Office	4.77	1.68	73.46	27th Aug. 1871.	
	{ Jail	3.50	1.60	68.70	ditto.	
	Burrisani	6.07	3.06	72.03	ditto.	
	Dowlat Khan	9.94	7.41	84.05	ditto.	
	Perazepore	13.88	3.92	74.41	ditto.	
	Madaripore	7.08	3.32	65.04	ditto.	
	Furzedpore	6.70	6.68	70.54	ditto.	
	Goalundo	3.41	4.65	41.78	ditto	From 6th June.
	Mymensing	4.04	Not received	77.70	20th Aug. 1871.	
	Jamulpore	5.97	7.12	62.15	27th Aug. 1871.	Not received 12th to 18th June.
	Atteah	1.33	3.77	80.77	ditto.	
	Kishoregunge	1.45	Not received	77.37	20th Aug. 1871.	
	Sylhet	7.28	10.78	107.05	27th Aug. 1871.	
	Cachar	2.26	Not received	64.20	20th Aug. 1871.	
CHITTAGONG.	Hyakandy	4.24	ditto	64.84	ditto	Not received 10th to 23rd July.
	Koyah	0.98	ditto	74.72	ditto	Not received 17th to 23rd July and 31st July to 6th Aug.
	Chittagong { Telegraph Office	7.70	7.30	84.68	27th Aug. 1871.	
	{ Jail	6.52	7.02	88.27	ditto.	
	Cox's Bazar	10.20	Not received	136.45	20th Aug. 1871.	
	Rangamata Hill	2.48	ditto	71.86	ditto.	
	Noakhally	7.75	4.84	94.50	27th Aug. 1871.	
	Tipperah	4.15	8.70	83.17	ditto.	
COOCH BEHAR.	Brahmanbariah	2.99	Not received	78.09	20th Aug. 1871.	
	Akyab	11.60	8.80	103.30	27th April 1871	
	Buxa	8.88	10.33	130.30	ditto.	
	Gawalparah	1.87	Not received	71.59	24th Aug. 1871.	
	Dhobree	1.25	7.80	52.66	27th Aug. 1871	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills)	4.66	8.01	82.75	ditto.	
	Darjeeling { Telegraph Office	Not received	Not received	70.09	31st July 1871.	
	{ Hospital	6.06	9.34	88.43	27th Aug. 1871.	
	Rungbee	Not received	Not received	117.04	31st July 1871.	
	Falacottah	ditto	ditto	43.97	6th Aug. 1871.	
AMAR.	Julpigoree	3.59	11.27	75.45	27th Aug. 1871.	
	Hoda	5.94	6.85	54.62	ditto	Not received 31st July to 6th Aug.
	Teapore	2.24	Not received	61.25	20th Aug. 1871.	
	Nowgong	10.54	21.30	95.17	27th Aug. 1871.	
	Mungledye	1.57	Not received	51.74	20th Aug. 1871	From 30th January.
	Burpettah	2.98	ditto	59.93	ditto.	
	Gowhatty	4.09	ditto	44.47	ditto.	
	Seebanagor	8.76	ditto	85.56	ditto.	
	Jorehaut	5.58	ditto	68.74	ditto	From 27th February.
	Golagbat	3.94	ditto	80.39	ditto.	
	Nazeerah	6.49	ditto	79.93	ditto.	
	Debrooghur	2.91	ditto	78.55	ditto.	
	Suddya	3.69	ditto	66.52	ditto	Not received 31st July to 6th Aug.
	Shillong	1.15	ditto	48.52	20th Aug. 1871.	
	Oherrapoonjee	23.06	ditto	230.16	ditto	From 18th February.
	Jowai	2.78	ditto	62.99	ditto.	
	Samooogooding	Not received	ditto	34.06	13th Aug. 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 2nd September 1871.

Meteorological Telegraphic Report for the period 27th Aug. to 2nd Sept. 1871.

STATIONS	Date	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Aug.											
	27th	10	29.747	29.765	84.4	80.3	83	S	...	...	K, C	
		16	29.834	29.852	80.0	81.0	79	S	...	...	C, CS	
	28th	10	29.734	29.752	85.5	81.0	81	SSE	...	0.10	K	
		16	29.830	29.857	82.5	80.2	80	SSE	...	0.30	S, K	
	29th	10	29.759	29.777	80.7	81.2	78	SSE	...	...	S, K	
		16	29.872	29.890	80.0	82.4	78	SSE	...	0.25	K	scuds from sea
	30th	10	29.819	29.837	80.7	81.7	79	SSE	...	...	K	
		16	29.710	29.729	81.0	82.0	84	S by W	...	...	K, C	
	31st	10	29.859	29.877	87.8	81.8	76	SSE	...	0.07	K	
	Sept.	10	29.745	29.763	80.0	81.0	83	SSE	...	0.00	K	
	1st	10	29.800	29.818	80.2	81.5	81	S by W	...	0.10	K, N	
SALTOON ISLAND.		16	29.074	29.092	85.0	80.6	83	SSE	...	...	S, C	
	2nd	10	29.763	29.781	83.5	79.8	85	SSE	...	...	S, C	
		16	29.028	29.046	88.5	83.3	76	SSE	...	...	S, C	
	Aug.											
	27th	10	29.765	29.771	83	80	87	SSE	29.0°	0.10	N	p, o, u
		16	29.619	29.615	87	82	79	SSE	0.3°	0.10	N	b, v
	28th	10	29.739	29.745	86	82	83	SSE	0.0°	...	N	b, u
		16	29.655	29.661	87	82	79	SSE	7.7°	0.10	N	b, u
	29th	10	29.755	29.761	86	83	87	SSE	4.7°	0.10	N	b, p, v
		16	29.803	29.809	86	82	83	ESE	9.6°	0.10	N	b, v
	30th	10	29.820	29.826	88	83	80	ESE	0.4°	...	N	b
		16	29.700	29.715	89	83	76	ESE	8.0°	...	N	b
	31st	10	29.850	29.856	89	83	76	E	7.7°	...	N	b
	Sept.	10	29.715	29.751	88	82	76	ESE	12.6°	...	N	b
	1st	10	29.826	29.832	87	83	83	SSE	0.1°	0.10	N	b, p, v
		16	29.801	29.807	87	82	79	SSE	12.7°	...	N	b
	2nd	10	29.777	29.783	88	82	78	S	14.7°	0.10	N	b, v
		16	29.661	29.667	88	82	76	S	15.9°	...	N	b
CHITTAGONG.	Aug.											
	27th	10	29.738	29.846	84	78	75	S	5.6°	0.40	CK, K	b, v
		16	29.612	29.722	85	78	71	SW	11.3°	...	K, KS	b
	28th	10	29.723	29.832	86	81	79	ESE	4.0°	...	K, C	b
		16	29.641	29.751	88	80	87	SW	8.2°	...	CS, K	u
	29th	10	29.721	29.830	86	80	75	ENE	3.3°	...	CK	b
		16	29.618	29.727	86	79	72	W	8.0°	...	CK, C	b
	30th	10	29.705	29.875	83	77	75	NE	3.5°	0.10	CK, KS	b, v
		16	29.675	29.783	90	80	63	ENE	2.0°	...	CK, C	b
	31st	10	29.819	29.928	88	80	69	E	5.6°	...	K	b
	Sept.	10	29.721	29.831	84	80	83	SW	7.3°	...	C, K	b
	1st	10	29.800	29.909	86	80	75	S	3.4°	...	K	b
MADRAS.		16	29.661	29.770	86	80	75	SW	0.2°	...	K, CK	b
	Aug.											
	26th	10	29.909	29.939	90	74	44	WSW	7°	...	...	bo
		16	29.797	29.827	87	78	65	E	10°	...	...	bo
	27th	10	29.850	29.880	88	75	62	WSW	10°	...	...	bo
		16	29.720	29.750	93	75	40	SW	9°	...	...	bo
	28th	10	29.780	29.819	88	73	46	SW by W	10°	...	...	bo
		16	29.658	29.688	90	75	47	E	5°	...	...	o
	29th	10	29.717	29.747	76	74	86	SW	8°	0.44	...	o
		16	29.618	29.648	81	75	74	SW	6°	0.03	...	o
	30th	10	29.685	29.715	61	74	70	SSW	8°	0.04	...	bc
		16	29.634	29.664	66	75	61	S by E	4°	...	...	bo
CUTTACK.	31st	10	29.810	29.840	88	73	51	SW	10°	...	...	bo
	Sept.	10	29.708	29.738	86	75	57	SW by W	3°	...	...	o
	1st	10	29.834	29.864	83	76	71	ESE	4°	...	...	o
		16	29.684	29.714	85	77	66	E by S	8°	...	...	o
	2nd	10	29.842	29.872	78	74	81	W by N	4°	...	...	bo
		16	29.701	29.731	81	75	74	NE	4°	...	...	...
	Aug.											
	26th	10	29.744	29.825	90	81	66	WNW	0.3°	...	KS, C	
		16	29.621	29.703	87	78	65	SW	0.4°	...	K, KS, C	
	27th	10	29.702	29.784	88	80	87	SSW	0.2°	...	N, C	
		16	29.575	29.657	87	81	76	ENE	0.1°	...	N, C	
	28th	10	29.652	29.734	85	79	76	NNW	0.1°	0.10	KS, N	fair
AYR.		16	29.565	29.647	88	81	72	E	0.4°	...	N, KS	fair
	29th	10	29.678	29.758	86	79	72	E	0.2°	...	KS, N	cloudy
		16	29.575	29.656	90	81	66	ESE	0.4°	...	KS, N	
	30th	10	29.728	29.808	88	80	69	ESE	0.1°	0.20	KS	fair
		16	29.644	29.726	89	80	69	SE	0.4°	...	K	fair
	31st	10	29.776	29.858	86	80	75	SSE	0.2°	...	KS	fair
	Sept.	10	29.666	29.738	84	80	83	S	0.4°	...	N	"
	1st	10	29.726	29.808	86	80	75	SE	...	0.80	N, CK	
		16	29.624	29.706	87	79	68	SSW	0.3°	...	KS	d
	2nd	10	29.729	29.811	86	79	72	SSW	0.3°	0.50	KS	cloudy
		16	29.605	29.687	87	80	72	SSW	0.7°	...	KS, N	o
	Aug.											
	27th	10	29.844	29.859	79	77	90	ESE	1	0.40	CK	b
AYR.		16	29.683	29.698	84	78	75	S	1	...	CK	b
	28th	10	29.802	29.817	84	79	79	S	1	...	K, C	b
		16	29.690	29.705	85	79	75	S	1	...	CS, K	b
	29th	10	29.795	29.810	83	79	83	E	1	...	KS, CS, CK	b
		16	29.675	29.690	87	81	76	SW	1	...	CS, K	b
	30th	10	29.719	29.864	81	77	82	SSW	1	...	C, K	b
		16	29.730	29.745	85	79	75	S	1	...	CS, K	b
	31st	10	29.801	29.816	84	79	79	SE	1	...	C, CS, K	b
	Sept.	10	29.779	29.794	85	79	75	S	2	...	CS, K	b
	1st	10	29.804	29.879	83	79	83	SE	1	...	CK	b
		16	29.730	29.745	85	79	75	SSW	1	...	CS, K	b

* Velocity of wind in miles per hour.

CALCUTTA,
1st 2nd September 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 16th TO 31st JULY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.				SOLAR RADIATION.				THERMOMETER.				HUMIDITY.				RAINFALL.						
	Height above sea-level.	MEAN OF				Max.	Min.	Mean of max.	Mean daily range.	Mean of min.	MEAN OF				Highest Max.	Absolute Range.	Lowest Min.	Mean of	No. of days.				
		4 hours.	10 hours.	16 hours.	22 hours.						4 hours.	10 hours.	16 hours.	22 hours.						Day.	Night.	Day.	Night.
Port Blair	110	29.727	29.754	29.671	113	116.5	...	127.0	28th	...	...	...	...	...	...	...	...	...	...
Madras	27	29.580	29.557	29.622	29.529	29.619	...	127.0	29th	...	...	...	...	...	...	...	...	...	...
Vizagapatam	31	29.580	29.557	29.622	29.529	29.619	...	...	...	...	...	...	...	...	...	...	...	...	...
Alayab	15	29.664	29.632	29.687	29.604	29.688	...	...	...	...	...	...	...	...	...	...	...	...	...
False Point	187	29.577	29.557	29.603	29.539	29.611	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuttack	80	29.497	29.456	29.536	29.439	29.519	...	...	...	...	...	...	...	...	...	...	...	...	...
Nagpur Island	6	29.627	29.622	29.667	29.489	29.572	...	...	...	...	...	...	...	...	...	...	...	...	...
Calcutta	109	29.642	29.618	29.679	29.497	29.572	...	...	...	...	...	...	...	...	...	...	...	...	...
Calcutta	18.11	29.620	29.610	29.601	29.471	29.563	...	...	...	...	...	...	...	...	...	...	...	...	...
Jessore	27	29.625	29.607	29.664	29.471	29.563	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	35	29.559	29.534	29.584	29.492	29.569	...	...	...	...	...	...	...	...	...	...	...	...	...
Chachar	68.91	29.594	29.531	29.587	29.441	29.559	...	...	...	...	...	...	...	...	...	...	...	...	...
Hararebhangh	2.14	29.538	29.518	29.566	29.481	29.559	...	...	...	...	...	...	...	...	...	...	...	...	...
Berhampore	80	29.158	29.437	29.610	29.491	29.484	...	...	...	...	...	...	...	...	...	...	...	...	...
Gya	4002	29.364	29.337	29.399	29.303	29.383	...	...	...	...	...	...	...	...	...	...	...	...	...
Patna	1709	29.354	29.337	29.399	29.303	29.383	...	...	...	...	...	...	...	...	...	...	...	...	...
Monghyr	109.4	29.354	29.337	29.399	29.303	29.383	...	...	...	...	...	...	...	...	...	...	...	...	...
Dumking	6.945	29.235	29.212	29.259	29.174	29.252	...	...	...	...	...	...	...	...	...	...	...	...	...
Goalpara	383	29.176	29.172	29.220	29.119	29.204	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhulung	4.793	29.072	29.062	29.104	29.024	29.087	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhauras	26.774	29.267	29.250	29.301	29.219	29.276	...	...	...	...	...	...	...	...	...	...	...	...	...
Roorkie	679.7	29.046	29.022	29.082	29.032	29.088	...	...	...	...	...	...	...	...	...	...	...	...	...

CALCUTTA—JULY 1871.

Mean Barometric pressure of 16 years	29.586	Mean temperature of 16 years	...
Do ditto of 1871	29.651	Do ditto of 1871	...
Excess in 1871	...	Defect in 1871	...

Mean rainfall of 16 years	...	13.10
Do ditto of 1871	...	15.03
Excess in 1871	...	2.74

Calcutta,
The 2nd September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.754	85.1	95	S 20° W
Vizagapatam	29.681	84.4	74	S 70° W
Akyab	29.669	80.0	83	S 7° E
False Point	29.590	83.5	71	S 88° W
Cuttack	29.579	81.8	65	S 35° W
Saugor Island	29.513	83.5	51	S 63° W
Chittagong	29.554	80.4	68	S 60° E
Calcutta	29.714	82.4	70	S 5° E
Jessore	29.552	82.3	43	S 28° E
Dacca	29.556	81.7	84	S 32° E
Cachar	29.625	80.4	11	N 47° E
Hazareebaugh	29.510	81.8	22	S 47° E
Berhampore	29.549	83.0	37	N 89° E
Gya	...	83.1	10	N 80° E
Patna	29.538	82.4	34	S 67° E
Monghyr	29.511	83.4	54	S 77° E
Darjeeling	29.583	82.0	63	S 60° E
Gowalparah	29.567	81.0	32	S 48° E
Shillong	29.591	82.2	18	S 41° W
Benares	29.533	84.1	14	N 70° E
Roorkee	29.524	81.0	40	S 32° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's table as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rain-fall from the previous tables.

CALCUTTA,
The 2nd September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st August 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°			lb	Miles.	In.	
August.	22nd	29.611	86.0	78.7	120.5	81.4	79.0	77.3	0.88	W S W & S S W	...	101.7	0.16	Overcast and cumuli. Lightning on W at 8 and 9 p.m. Slight rain at 2, 3, 6½, 8½, 12½ a.m., and 11 p.m.
	23rd	29.637	86.8	78.5	150.5	81.8	79.0	77.0	0.86	W & S W	...	98.5	0.02	Overcast and Stratoni. Light rain at midnight, 1 and 7 a.m.
	24th	29.672	87.3	80.0	150.0	83.4	80.0	77.6	0.83	S W. W by S & W	...	84.4	...	Overcast, stratoni, and cirri. Drizzled at 5 and 8½ a.m.
	25th	29.700	88.0	70.5	140.0	84.0	80.3	77.7	0.82	S W & S S W	...	73.4	...	Chiefly stratoni. Lightning at 11½ p.m. Drizzled at 6 and 8 a.m.
	26th	29.721	88.0	81.2	135.0	83.0	81.3	79.5	0.87	S W	...	53.0	...	Stratoni and cirri. Lightning at midnight. Drizzled at 10 a.m.
	27th	29.700	87.0	79.5	144.0	82.9	80.4	78.6	0.87	S W, S & S S W	...	73.0	0.19	Stratoni and cirri. Slight rain from 6½ to 7 p.m.
	28th	29.693	87.2	79.8	137.8	82.5	80.2	78.0	0.89	S S W & S by E	...	102.5	0.30	Stratoni, cumuli, and cirri. Thunder at 3 p.m. Slight rain at 4½, 12 a.m., 2 and 3 p.m.
	29th	29.717	88.5	79.0	144.5	83.6	80.3	78.0	0.84	S by E, S S E & S	...	85.0	0.25	Clear and cumuli. Rain at 11½ a.m., 1 and 4½ p.m.
	30th	29.767	91.0	80.0	153.2	84.0	81.0	78.3	0.81	S & S S E	...	50.9	0.07	Cirri and cumuli. Thunder from 9 to 11 p.m. Lightning from 6½ to 10 p.m. Slight rain at 8½ p.m.
	31st	29.800	89.0	80.8	137.0	83.6	80.4	78.2	0.84	S by E, S S E & S by W	...	80.0	0.22	Cirri and cumuli. Thunder at 1 and 3 p.m. Slight rain at 12½ a.m., 1½, 3, 6 and 7 p.m.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	12.5
The max. temperature during the past ten days	...	91.0
The max. temperature during the corresponding period of the past year	...	87.7
The mean humidity during the past ten days	...	0.85
The mean humidity during the corresponding period of the past year	...	0.89
		Inches.
The total fall of rain from 22nd to 31st	{ by lower rain gauge	1.21
	{ by anemometer gauge	1.09
Ditto ditto average of seventeen previous years	...	3.79
Ditto between the 1st January and the 31st August	...	76.35
Ditto ditto ditto ditto, average of seventeen previous years...	...	51.29

GOPEKNAUTH SEN,
In charge of the Observatory.

The 2nd September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.			Mds. Srs.	Rs. As. P.	£ s. d.	
Total traffic for the week ...	82,000	92,867 2 5	8,321 10 9		330,173 10	1,61,052 6 3	14,763 2 9		23,235 2 0
Or per mile of railway ...	...	72 10 7	6 13 3		...	125 13 11	11 10 9		18 4 0
For previous 6 weeks of half-year ...	531,593	6,35,002 7 0	58,298 11 2		2,955,293 10	14,80,257 14 0	155,690 6 1		193,898 17 3
Total for 7 weeks ...	613,023	7,27,069 0 5	66,730 10 11		2,715,437 20	16,41,310 4 3	150,423 8 10		217,163 19 9
COMPARISON.									
Total for corresponding week of previous year ...	77,704	1,03,009 12 5	9,383 1 3		422,385 10	3,10,465 10 8	2,000 7 1		58,534 8 3
Per mile of railway corresponding week of previous year ...	...	91 13 4	7 8 11		...	270 11	22 13 5		30 2 4
Total to corresponding date of previous year ...	612,6351	8,01,736 10 9	73,494 7 3		3,644,770 20	24,32,651 5 1	221,903 0 9		290,427 8 0

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,273	8,726 5 4	799 18 5	23,692 30	6,433 9 9	589 16 0	1,380 13 3
Or per mile of railway ...	21,4724	51,413 11 2	4,712 18 6	210,476 20	48,038 15 9	4,454 11 5	9,171 0 11
For previous 6 weeks of half-year ...							
Total for 7 weeks ...	24,7454	60,140 0 6	5,512 16 9	236,169 10	55,672 9 6	5,048 6 5	1,0881 3 2
COMPARISON.							
Total for corresponding week of previous year ...	2,8104	6,866 11 1	629 8 11	9,759 0	3,410 14 8	312 13 4	942 2 9
Per mile of railway corresponding week of previous year ...		30 12 8	2 10 5		15 4 0	1 8 1	4 4 6
Total to corresponding date of previous year ...	24,030	61,273 6 6	5,616 14 7	120,037 0	39,278 9 8	3,690 10 9	9,617 5 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 19th August 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	23,776	12,441 9 0	1,140 9 7	194,623 38	74,453 14 9	6,824 18 10	7,995 8 6
Or per mile of railway ...	152	79 7 11	7 5 0	1,244 6	470 11 11	43 12 2	50 17 11
For previous 7 weeks of half-year ...	172,9081	94,711 0 7	8,681 16 10	732,390 35	2,77,405 7 8	23,434 0 8	24,116 3 6
Total for 8 weeks ...	196,6844	1,07,153 9 7	9,822 0 5	927,114 33	3,51,919 0 3	32,250 5 6	42,091 11 13
COMPARISON.							
Total for corresponding week of previous year ...	20,7404	11,335 9 5	1,057 8 7	131,428 34	32,500 10 8	2,979 4 7	4,026 13 3
Per mile of railway corresponding week of previous year ...	133	101 13 0	9 8 9	1,161 0	250 15 8	26 6 2	35 12 10
Total to corresponding date of previous year ...	174,862	90,720 7 5	8,316 0 11	715,424 33	1,30,116 3 10	11,027 6 0	20,243 7 5

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 19th August 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,316	661 4 9	60 2 7	8,244 0	263 11 0	20 7 0	92 10 1
Or per mile of railway ...	147	23 7 7	2 7 0	294 23	9 6 8	0 18 10	3 25 10
For previous 20 weeks of half-year ...	125,6344	23,160 10 5	2,015 1 3	206,494 20	6,111 12 6	611 8 7	2,929 4 10
Total for 21 weeks ...	129,6504	23,841 15 0	2,094 3 10	214,738 20	6,375 8 3	637 11 1	3,021 16 11
COMPARISON.							
Total for corresponding week of previous year ...	4,163	700 9 9	70 1 2	7,542 18	219 8 6	21 19 1	91 0 3
Per mile of railway corresponding week of previous year ...	149	25 0 4	2 10 1	265 0	7 13 5	0 15 8	3 5 9
Total to corresponding date of previous year ...	114,947	19,680 5 0	1,938 12 7	212,823 0	7,400 5 9	740 0 9	2,994 13 1



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 13, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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The Annual Report of the Chittagong Port Fund for 1870-71.

From H. HAWKEY, Esq., Officiating Commissioner of the Chittagong Division, to the Officiating Secretary to the Government of Bengal, General Department,—(No. 15, dated Chittagong, the 18th June 1871.)

I HAVE the honor to submit the annual report of the Chittagong port fund for the year 1870-71, together with a statement showing the receipts and disbursements of the port fund for the same period.

2. *Paragraph 2 of the Collector's Report.*—The statement in paragraph 2 of the collector's report exhibits a decrease of 13 vessels owned by Europeans which entered the port in 1870-71, as compared with the previous year. The decrease in tonnage amounts to 8,522. This is attributed to the falling off in the importations of Liverpool salt during the year just past. There is a decrease also in the number and tonnage of European vessels employed in the foreign trade, as a larger number of vessels proceeded to Home ports, where more favorable markets were prevailing. The falling off in the number and tonnage of native crafts is owing to the unseaworthiness of some of these vessels and loss of six others during the south-west monsoon. On the whole, the statement above referred to exhibits a decrease of 117 vessels, and a net decrease of 10,957 tonnage, owing to the several reasons mentioned above.

3. *Paragraph 11.*—The port dues and miscellaneous receipts amounted to Rs. 17,039 and Rs. 203 respectively in 1870-71, against Rs. 19,596 and Rs. 1,504

in the year preceding. The decrease is principally due to the falling off in the number and tonnage of European vessels direct from Europe. No old materials being available for sale in the year under report, the item headed "sale of old materials" also shows a decrease of Rs. 1,201, as compared with the year 1869-70. The decrease under other heads is not so marked.

4. *Paragraph 19.*—The suggestions of the collector seem to me well worthy of adoption. I would recommend therefore that, as an experiment at all events, it should be tried, and that port dues be entirely abolished for balam boats and others carrying on trade in inland waters. Schemes are on foot for bringing trade to the port by means of a railway or a canal at an enormous expenditure. These schemes may never come to any thing: their accomplishment is at any rate a matter of time. Meanwhile I think our endeavours should be directed to attract trade by every possible means. If the experiment fail to produce the desired results, it will not have been at any large sacrifice of revenue, and, as before remarked, it is worth a trial.

5. *Paragraph 20.*—The infringements of the provisions of the Port Act have been prevented in a great measure, as the collector had not found occasion to levy more than Rs. 61 in the shape of fines in 1870-71, against Rs. 303 of the year 1869-70.

6. *Paragraph 23.*—The statement of disbursements for the year 1871-0 has been prepared in the office of the collector of customs without receiving the details of the Calcutta expenditure, which have not yet been supplied by the accountant-general's department. The calculation of the cost of stores, &c., has therefore been made in accordance with the rates of the previous year. As it is very desirable that the collector should be in possession of the accountant-general's memorandum of expenditure before the preparation of the annual report of the port fund, in order to obviate subsequent references and corrections, I suggest that the accountant-general be directed to furnish the collector of customs here with details of expenditure at the end of every quarter, and with the details of the last quarter as soon after the close of the year as possible, so as to admit of their being included in the annual report of the collector in due time.

7. *Statement No. 3 in paragraph 23.*—The disbursements amounted to Rs. 23,925 in 1870-71, showing an increase of Rs. 14,914 over the previous year. This is almost entirely accounted for by the charges incurred in re-buoying the Chittagong river, and purchasing a few of the materials which will be required for the moorings of a contemplated floating jetty, and by the contributions from the port fund towards erecting a pukka dispensary and hospital.

8. *Paragraph 31.*—In paragraph 12 of my letter No. 127, dated 29th ultimo, I solicited the sanction of the Government to a sum of Rs. 25,000 from the port fund for the purchase of a schooner, and strongly urged on the Government to replace the *India* by some river steamer of similar draught, as I thought it would be unwise and inexpedient to combine the two vessels.

9. *Paragraph 39.*—The collector of customs has written to the master attendant at Calcutta to say that the statement of expenditure incurred on account of the re-buoying of the navigable channels leading to the port of Chittagong should not have included certain charges aggregating Rs. 2,543, and that the actual cost of re-buoying the river should consequently amount to Rs. 8,163 in place of Rs. 10,706 shown in his (master attendant's) letter No. 1210, dated the 4th March 1871, to the Government. The master attendant's views have not been communicated to me yet. I am of opinion, however, that the charges alluded to by the collector of customs in paragraph 39 of his report should not be shown in the statement of expenditure for re-buoying the river Kurnafuolee.

10. *Paragraph 42.*—With reference to the collector's recommendation that the chains and cables be returned to Calcutta, my predecessor requested the collector to retain the chains and cables until the question as to the best mode of improving the jetty is finally decided, as these chains and cables were brought down after a great deal of correspondence, and as they may be required

again if a floating jetty be ultimately decided on." No definite proposal for the improvement of the jetty at the port of Chittagong has as yet been received from the superintending engineer, whose attention has again been invited to the subject.

11. *Paragraph 46.*—I shall submit a separate report on the subject of the improvement of the jetty when the superintending engineer's reply is received.

12. *Paragraph 45.*—Only a few days ago the assistant engineer was requested to push on the work and to report the cause of the delay that has already occurred in completing the work. The assistant engineer explains that the delay in carrying out this work was caused, in the first instance, by the stoppage of the work by the orders of Government at the time of the financial crisis. He informs me that the work was, however, resumed last cold weather, and that the delay since then has been principally caused by the difficulty experienced in getting laborers for the work, which is of such a nature that coolies do not wish to work on it if they can get pleasanter employment. He further informs me that the work has now progressed so far as to afford all the facilities it can ever do for loading and unloading salt, the two flights of steps designed with this view having been completed, and being now available for use.

13. *Paragraph 50.*—A new scale of pilotage fees for the port of Chittagong was sanctioned by the Government of Bengal in their letter No. 972, dated 7th April 1870, and was published in the *Calcutta Gazette*. The receipts from rate of pilotage in 1870-71 amounted to Rs. 8,298, against Rs. 4,881 of 1869-70, showing an increase of Rs. 3,417, whilst the disbursements show a slight net decrease over the year preceding that just past. The recent increase in the pilotage fees has prevented the incidence of any extra expense on the imperial revenues.

14. *Paragraph 65.*—The subject of deepening the Moheshkhali canal has been dwelt upon in the customs annual report.

15. *Paragraph 67.*—His Honor the Lieutenant-Governor agreed with my predecessor in thinking that any charges for the improvement of the Moheshkhali canal should be debited against the Chittagong port fund, and that all receipts from this canal should in future be credited to the same fund. (*Vide* Mr. Thompson's letter No. 2901, dated 13th October 1870.) I do not see any necessity for re-opening the question.

16. *Paragraph 75.*—It is gratifying to note that the natives of the place are bent on constructing stronger vessels possessed of sea-going qualities. As the loss of native vessels during the south-west monsoon occurs every year, it is expected that the construction of a better class of vessels will diminish the number of accidents to vessels owned by natives.

17. *Paragraph 76.*—In forwarding the Government letter mentioned in the concluding portion of paragraph 76, my predecessor remarked as follows: "As regards cargo ships without passengers, you (*i.e.*, the collector of customs) should lose no opportunity of impressing on builders of new vessels that they had better build good ones, as the Penal Code may be brought to bear in the case of unseaworthy vessels." He further added: "I would not, however, do anything, except in very dangerous cases indeed, to stop the cargo brigs now trading, as it would be nearly equivalent to stopping the whole trade of the port at a stroke." No authoritative warning appears to be essentially necessary.

18. *Paragraph 82.*—I concur in the collector's remarks that the survey of the coast should be published separately on a large scale, purely as a coasting chart. The subject of cutting a canal along the imperial road from Chittagong to Tipperah, which would undoubtedly facilitate the internal communications, and tend to increase the prosperity of the port of Chittagong, is still under the consideration of the public works department.

19. In my other report I have already given the remarks on the qualification and character of the collector which were left on record by my predecessors. I should prefer not adding to them any opinion of my own until I have had longer opportunities of judging.

From C. MARSHALL, Esq., Conservator of the Port of Chittagong, to the Commissioner of the Chittagong Division,—(No. 32, dated Chittagong, the 5th June 1871.)

I HAVE the honor to submit the annual report of the administration of the port for the year 1870-71.

2. Statement No. 1 exhibits in detail the number and tonnage of classes of vessels which frequented the port during the year under review and the previous year:—

No. 1.

PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Number.	Tonnage.	Number.	Tonnage.		
European vessels direct from Europe ...	16	10,549	3	2,027	.....	8,522
Ditto ditto from foreign trade ...	37	18,655	99	12,323	.....	1,332
Ditto ditto from coasting trade ...	12	4,254	15	5,328	1,074	.....
Chittagong vessels ...	102	10,004	94	18,374	.....	830
Other native vessels ...	25	3,852	13	1,921	.....	1,931
Naraingunge inland trade ...	66	4,871	68	7,795	924	.....
Mail and other steamers ...	64	18,037	62	12,010	.....	1,027
Balam boats ...	792	11,018	718	11,405	387	.....
Total square rigged vessels, steamers, and boats ...	1,104	82,140	987	71,183	3,855	18,348

3. European vessels direct from Europe show a decrease in number of 13, and in tonnage 8,522, when compared with the previous year, which has been solely owing to the falling off in the salt import trade this year.

4. European vessels in the foreign trade, including vessels direct to Europe, to the Mauritius, to Réunion, and Ceylon, show a decrease of eight vessels, and in tonnage 1,332. This is in a great measure due to a larger number of vessels employed in the Home port trade, where more favorable markets were prevailing.

5. European vessels in the coasting trade show an increase of three vessels of 1,074 tons, which is chiefly owing to the reason given in the previous paragraph for the falling off in the foreign trade ships.

6. Chittagong vessels employed in both foreign and coasting trade show a falling off of eight in number, and in tonnage 830, which has been owing to several of the very worst class of these vessels having been laid up unfit for service, and six others having been lost during the south-west monsoon.

7. Other native vessels show a decrease in number and tonnage. These vessels were employed both in the foreign and Home trade, carrying grain or passengers. Their coming and going is uncertain.

8. Naraingunge shows an increase in numbers and tonnage compared with the previous year.

9. Mail and other steamers show a decrease in tonnage of 1,027 tons, owing to no other than the regular mail steamer having visited the port this year.

10. Balam boats exhibit a decrease of 79 boats, but an increase in tonnage of 387 tons; this latter is due to more careful measurement.

11. The following statement is a classified table of the port dues collected during the year 1870-71 and the previous year, with other miscellaneous collections:—

No. 2.

PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Port dues.	Miscellaneous receipts.	Port dues.	Miscellaneous receipts.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
European vessels direct from Europe ...	2,929	.....	570	.....	.....	2,359
Ditto ditto from foreign trade ...	3,812	.....	3,446	.....	.....	366
Ditto ditto from coasting trade ...	1,197	.....	1,498	.....	301	.....
Chittagong vessels ...	5,345	.....	6,168	.....	.....	177
Other native vessels ...	1,088	.....	540	.....	.....	548
Naraingunge inland trade ...	1,392	.....	1,976	.....	584	.....
Mail and other steamers ...	739	.....	618	.....	.....	120
Balam boats ...	3,069	.....	2,208	.....	109	.....
Sale of old materials, &c. ...	.....	1,201	.....	.....	.....	1,201
Fines ...	.....	808	.....	61	.....	949
Sale of charts ...	.....	.....	.....	18	18	.....
Refunds ...	.....	.....	.....	124	124	.....
Total ...	19,596	1,804	17,039	203	1,136	4,994

12. The above statement shows a decrease of Rs. 2,557 on port dues alone compared with the previous year, which is chiefly due to the reason assigned in the 3rd paragraph of this report for the falling off in numbers and tonnage of European vessels direct from Europe.

13. *Other native vessels.*—The cause of the decrease is explained in paragraph 7.

14. Naraingunge collection shows an increase of Rs. 584, but, as I remarked in my annual report last year, this trade is irregular, seeing vessels can only navigate certain parts of the channel between Chittagong and the Megna periodically or during certain intervals between the full and change of the moon.

15. Mail steamer being a regular trader, very little change is observable in these collections, and it is only when larger draught vessels are put on the line, or other steamers casually call, that any change would be apparent.

16. Balam boats' port dues show an increase of Rs. 109 when compared with the results of the previous year.

17. The levy of these dues (always collected with difficulty) on boats employed in inland waters, conveying the produce of this and neighbouring districts to the port, seems to me subversive of progress, and if preserved in, will, I fear, lead to a considerable portion of the grain usually shipped from here being conveyed to other markets.

18. If I may be permitted to suggest in an annual report, I would urge the necessity of abolishing these dues on boats employed in inland waters carrying produce, or, if port dues must be levied, reducing the rate to a nominal charge of one anna or two pice a ton, instead of compelling them to pay at the same rate as sea-going vessels.

19. Sale proceeds of old material is *nil* this year, the sum realized during the previous year was from the sale of material collected from the schooner *Swallow* when she was broken up.

20. Fines show Rs. 61 for violation of the Port Act, against Rs. 303 of the previous year; native owners of vessels here frequently infringe the port rules. Threats and warnings, unless followed up by action, seems to have little or no weight in leading them to respect the law.

21. *Sale of Charts.*—This refers to six charts of the Kurnafoolec river sold.

22. *Refund.*—Originally this amount was paid from the port as wages to the serang of the schooner *Swallow*, who was in training to be a pilot, and subsequently, when made a pilot, his salary was transferred as against the pilot fund.

23. Statement No. 3 shows the disbursements in detail of the year under review and of the previous year:—

No. 3.—Disbursements.

PARTICULARS.	1869-70.	1870-71.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Port establishment	2,050	2,203	153	.....
Stores	1,533	.....	.....	1,533
Contingencies	100	271	111	.....
Norman Point and Kootubden light-house establishment	1,588	1,859	71	.....
Stores	3,507	4,221	714	.....
Contingencies	651	582	.....	69
Schooner <i>Swallow</i> establishment	807	431	.....	376
Stores	.....	.....	.....	.....
Contingencies	117	.....	.....	117
Signal station establishment	137	180	43	.....
Stores	452	.....	.....	452
Patunga Point stores	64	.....	.....	64
Ditto, renewing the beacon	.....	594	594	.....
Stationery and printed forms	45	21	.....	24
Re-buoysing the Chittagong river	.....	8,163	8,163	.....
Construction of a dispensary and hospital (contribution from port fund)	.....	4,000	4,000	.....
Floating jetty	.....	1,016	1,016	.....
Public works expenditure, repairs to jetty	403	452	49	.....
Ditto ditto ditto	147	.....	.....	147
Repairs to light-house and other buildings at Kootubden	1,640	132	.....	1,508
Ditto, protecting the light-house from the encroachment of the sea	2,325	.....	.....	2,325
Refund of port dues	79	.....	.....	79
Total	15,705	23,925	14,914	6,694

24. The above statement of disbursements has been corrected for the previous year after the receipt of the details of Calcutta expenditure furnished to this office by the accountant-general's department in September last.

25. Port establishment shows an increased expenditure of Rs. 153, which is chiefly due to increments to the conservator and assistant's salaries.

26. *Stores.*—Nil this year.

27. Contingencies include re-building the store and coal godown, Rs. 76; hire of a vessel for re-laying one of the river buoys, Rs. 42; putting up port boundary marks, Rs. 18; publishing a notice in an Akyab newspaper, that a buoy had been laid on the shoal off

Kootubdea; and various other small charges, showing an expenditure in excess of the previous year of Rs. 111, which, it will be seen, has been owing to the charge for a store godown and the hire of a vessel for re-laying a river buoy, &c.

28. Kootubdea and Norman's Point light-houses' establishment show an apparent increased expenditure of Rs. 71, which is chiefly owing to there being no reduction from the salaries of the establishment on account of absence from duty, or fines, this year, and to a small sanctioned increase to lascars' pay.

29. Stores include oil for the lights, and all other small stores, such as cotton waste, cloth, candles, soap, sponges, chamois leather, and coal tar, and show an expenditure of Rs. 714 in excess of the previous year, which is due to the first instalment of the indent for oil for 1871-72 having been received in the latter end of 1870-71, and thus charged to that year's supply, although none of it had been used until the current year.

30. *Contingencies*.—This expenditure includes charges for electro-plating light reflectors, with freight to and from Calcutta, landing charges, boat-hire for taking empty oil casks to Calcutta, travelling allowance for inspecting the light-houses, &c., and shows an expenditure less by Rs. 69 than in the previous year.

31. Schooner *Swallow* establishment shows a decrease of Rs. 376, which is owing to the reduction made when the schooner was broken up. At present only a crew for the port boats is kept on.

32. *Stores*.—Nil.

33. *Contingencies*.—Nil.

34. Signal station establishment shows Rs. 43 in excess of the previous year, which is owing to the sanctioned increase of one rupee each to the monthly pay of the three lascars employed there.

35. *Stores*.—Nil.

36. *Patunga Point*.—Cost of renewing the beacon, Rs. 594.

37. Stationery and printed forms show a decrease of Rs. 24. The increase or decrease in this expenditure, however, depends upon the demand from the customs department, one-sixth of the cost being invariably charged to the port fund, upon what grounds I am unable to explain.

38. *Extraordinary expenditure*.—Re-buoysing the river includes the cost of a first class spire buoy for the shoal patch off Kootubdea light. This work has incurred a large but indispensable outlay. The advantage of a well marked ship channel is sufficiently obvious to need no recommendation here, further than to add that the assurance of a now safe and easy access to the port which the re-buoysing the river has established will, in my opinion, do much in a commercial point of view to advance its prosperity.

39. The statement of expenses incurred in re-buoysing the river, submitted to Government with the Calcutta master attendant's letter No. 1210, dated 4th March 1870, includes entries totally unconnected with the re-buoysing of the river to which I have called attention. For instance, Rs. 888, which was the cost of cocoanut oil, with casks for the use of the Kootubdea and Norman's Point light beacons, is wrongly shown as an expenditure on account of re-buoysing the river; in the same way Rs. 1,016, being the cost of two anchors and chain cables supplied by order of the commissioner in anticipation of Government sanction to the erection of a floating jetty, is erroneously charged; and several other items *not supplied*, amounting to Rs. 688-14, are also charged for.

40. Deducting these several amounts from the statement referred to in the previous paragraph, the actual cost of re-buoysing the river and supplying spare moorings, &c., amounts to Rs. 8,162-15-1, in place of Rs. 10,706-0-5, which was shown in the statement above referred to.

41. *Contribution (also an extraordinary expenditure) towards building and hospital here*.—This amount was sanctioned by Government in letter No. 1829, dated 12th May 1869, and paid during the year under review.

42. *Floating jetty*.—Under this head is shown the cost of two mooring anchors and 90 fathoms of one-inch chain cable and shackles, ordered in anticipation of Government sanctioning the cost of constructing a floating jetty as there appears now to be very little prospect of a jetty on this principle of construction being adopted. I have recommended they should be returned to Calcutta, as the port can ill afford to allow this money to lie idle.

43. *Repairs to Sudder Ghât Jetty by Public Works Department*.—In previous annual reports the unsatisfactory state of the jetty, and its practical faultiness of construction have been dwelt upon, and considerable sums are being expended upon it annually to no purpose, but merely to keep it together as a convenient, but not very safe landing and embarking place for passengers; and when it is considered that the jetty is the only public accommodation provided, it is not surprising that merchants and traders complain, and make themselves heard elsewhere, of the entire want of necessary convenience to ship or land their goods.

44. The trade of the port and its future prosperity, I submit, demand consideration, and I am proportionately hopeful that the construction of the new jetty, so long in abeyance, may very soon receive the sanction of Government.

45. The revetment which is being constructed on the river front of the salt golahs has made some progress lately, but far from being sufficiently advanced to obviate any of the difficulties experienced in landing and shipping salt which has been so frequently complained of.

46. It appears from recent information which I have received that the plans of the small and comparatively inexpensive floating jetties (intended for landing and shipping salt only), referred to in my last annual report, which Lieutenant May prepared, and called for estimates of the cost of their construction during his incumbency as assistant engineer, have never been submitted for sanction. This is unfortunate, more especially as I also understood that their cost would be only a trifle more than was sanctioned on the plan proposed by Mr. Atkinson when he was assistant engineer, but far more convenient and useful. I hope they will not be lost sight of by the public works department.

47. *Kontubdea Light-house, &c.*—The cost of repairs this year has been inconsiderable compared with the previous year, when a large sum was expended on an experimental protection of land on the sea front of the light-house, which has since all but disappeared through the wash from the sea-wave of the south-west monsoon.

48. It is now generally admitted by engineers that the only effective protection to land, open to the sweep of a sea-wave is an embankment of loose stones, which, it is to be hoped, will soon be adopted in this case, otherwise we may lose the light-house, which the sea is slowly, but surely, approaching.

49. Notwithstanding the large outlay which the cost of re-buoying the river, &c., has involved, the receipts have nearly covered the entire expenditure of the year, excluding Rs. 4,000 contributed to the hospital, and the cost of the floating jetty moorings.

Pilots.

50. The following statement exhibits the receipts from pilotage, and the disbursements of the year under review and the preceding year :—

No. 4.

RECEIPTS.					DISBURSEMENTS.				
	1869-70.	1870-71.	Increase.	Decrease.		1869-70.	1870-71.	Increase.	Decrease.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Pilotage ...	4,881 0 0	8,298 2 8	3,417 2 8	.....	Establishment	1,000 0 0	2,308 0 0	703 0 0	.....
Miscellaneous ...	.....	.....	.....	.....	Temporary establishment	186 0 0	525 13 5	339 13 5	.....
Receipts ...	.....	.....	.....	.....	Repairs to pilots' boats, &c. ...	.....	.....	.....	.....
Sale of old copper ...	106 0 0	.....	.....	.....	Contingencies	1,758 0 0	704 5 1	.....	1,053 10 11
Total ...	4,987 0 0	8,298 2 8	3,417 2 8	.....	Total ...	3,544 0 0	3,533 3 3	1,042 14 2	1,033 10 11

Receipts.

51. *Pilotage.*—Under this head a large increase is shown, which is due to the enhanced rates sanctioned by Government.

Disbursements.

52. Establishment exhibits a considerable increase in expenditure which is due to an addition to the number and salaries of the pilots.

53. Temporary establishment also shows an increase, due chiefly to a salary being paid from the pilot fund to a native who had been serang of the port schooner while he was running up and down the river with the others learning the duties of a pilot, and the temporary boatmen had been taken on earlier in the season, as there were unusually early arrivals.

54. *Pilot Boat Repairs and Contingencies.*—The former includes Rs. 440, balance of the cost of work done in the previous but paid in the year under review, and Rs. 103 for a further repair to a pilot boat owing to damage done to her while assisting at the re-buoying of the river.

55. Contingencies include two-thirds pilotage paid to a temporary pilot prior to the present addition to the service being sanctioned, a new boat's awning painted, earth-oil for boat's deck and hold, and other small expenditure.

56. The work of the year under review, therefore, gives the following results :—

	Rs.	As.	P.
Receipts ...	8,298	2	8
Disbursements ...	3,533	3	3
Realized in excess of expenditure ...	4,764	15	5

57. There have been very few complaints this year of vessels being detained for want of pilots, and then it was only when they were all wind bound at Juldeah on board of out-ward bound vessels. Under the salaried system, however, with only a limited number of pilots such complaints may always be anticipated.

58. *Accidents.*—Three vessels, in pilotage charge of the recently appointed first grade pilots, were grounded; one of them slightly, the other two cases fortunately did not turn out to be so serious as I feared they would have been. But occurrences of this kind happening so frequently will in all probability injure the good name the port has hitherto held of being safe and easy of access, and many lead to insurance offices at Home and elsewhere asking higher rates of premium on vessels coming to Chittagong.

59. The three old pilots, one of whom only is in the first grade, who have served Government many years, have done their work to my entire satisfaction. They are careful, confident, and thoroughly experienced, and are always sought for by merchants and commanders of vessels. They hold excellent certificates of character and practicability from commanders of heavy draught ships, &c.

60. Now that the river has been re-buoyed, and crossing marks put up, the pilots' duties are comparatively easy, and in the event of any bad weather occurring, when pilots could not board a vessel outside, a commander with ordinary judgment may run in with a draught of fifteen feet to a perfectly safe anchorage off the flag-staffs and Juldeah custom house station with confidence.

61. Government order No. 1998, dated 20th July 1870, directs that the pilot fund collections are to be credited to the imperial revenues. I have shown them here separately, however, for easy reference.

Moiskhall and Toll.

62. The following statement shows the receipts and disbursements of the toll for the year under the review and for the previous year:—

No. 5.

		Receipts.			Disbursements.		
		Rs.	As.	P.	Rs.	As.	P.
1869-70	...	656	0	0	261	8	0
1870-71	...	452	12	0	242	0	0

63. The receipts from this toll having been amalgamated with the port fund, as directed (*vide* Government order No. 2901, dated 13th October 1870) since my last annual report, it may appear as if special mention of it was therefore uncalled for. But the facilities and comparative safety which this khall affords to boats when navigable, besides considerably shortening the route inland, and *vice versa*, and hence its importance to the trade of the port as a feeder, calls for some special remarks on its present condition.

64. The results of the year, given in the foregoing statement, show a considerable falling off in the receipts. When it is considered, however, that the khall has silted up to such an extent that it has become impossible for loaded boats, except for two or three days at the height of the spring tides, when boats drawing only three feet water can be got through with considerable trouble, the falling off in the yearly collection is accounted for.

65. Considering the vast importance of keeping this khall open as a feeder to the trade of the port, it is much to be regretted that early action was not taken to open it by the public works department on the receipt of the Government sanction for the cost being defrayed from the port fund. Owing to this delay another year of its usefulness will be lost to the State.

66. Referring to the cost of deepening this khall being borne by the port fund, the Port Act XXII of 1855 provides that all the channels leading to and from a port must be buoyed, marked, &c., and the cost charged to the port fund, but not a word is said or implied in reference to boat channels *not* under the jurisdiction of the Port Act (as all offences against this toll khall are dealt with under the provisions of the Canal Act), which are only outside feeders of the trade, and therefore, in my opinion, any money expended on them is clearly chargeable to the imperial revenue. No port fund could stand these outside calls upon it and remain solvent, if justice were done to the port itself.

67. The strong interest I feel in the present and future prosperity of the trade and port of Chittagong has led me to refer to this subject; and when it is considered that the port, or rather harbour, has no public appliances or convenience of any kind for landing or shipping goods, which we are bound to supply, and that we are so sadly in want of a small sea-going vessel to visit the light-houses, to see that they are kept in efficient order, upon which the safety and success of our trade is more or less dependant; and further, that the amount at credit of the port fund is insufficient to meet these requirements, my advocacy in behalf of the real interest of the trade and port will, I hope, be understood, and accepted as a sufficient apology for intruding the subject here.

68. The following account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

Port Fund.

	Rs. A. P.	Rs. A. P.
To balance in favour of the port fund on the 31st March 1870 ...	33,336 13 2	
„ Amount invested in Government promissory notes on 31st March 1870 ...	25,000 0 0	
		58,336 13 2
To balance in favour of Moishkhall canal fund on the 31st March 1870 ...		1,448 1 9
Port dues levied during the year ...	17,039 2 6	
Interest on Rs. 25,000 at 4 per cent. ...	1,000 0 0	
Miscellaneous receipts, sale of charts, and fines realized in breach of port rules ...	79 0 0	
Value of empty oil casks returned to the naval store-keeper at Calcutta ...	1,260 0 0	
Refund ...	124 0 0	
		19,502 2 6
Moishkhall toll collected during the year ...	452 12 0	
Fines realized in breach of Canal Act ...	50 0 0	
		502 12 0
		79,789 13 5
Disbursements (<i>vide</i> statement No. 3) ...		23,925 0 0
Ditto (<i>vide</i> ditto 5) ...		242 0 0
		24,167 0 0
Balance at credit of the port fund on the 31st March 1871 ...	53,913 16 8	
Ditto ditto of Moishkhall canal fund on 31st March 1871...	1,708 13 9	
		55,622 13 1
Total ...		55,622 13 5

69. Upon a reference to the corresponding statement of the previous year and the explanations regarding it, it will be seen that in the absence of timely information from the accountant-general's department, there was an error in the amount shown at credit of the port fund, which I was only able to correct upon the receipt of a memorandum from the accountant-general when closing the examination of the port fund accounts of several years past. There may be some, not very considerable, difference in the account current for this year also, compared with the accountant-general's; for up to this time I have been unable to procure the necessary detail of Calcutta expenditure from the above-named department for 1870-71.

70. The balance at credit of the port fund on the 31st March 1871, including the Moishkhall toll collections up to that date, and the interest upon Rs. 25,000 worth of promissory notes, after deducting the large expenditure and contributions of the year, under review, stands at Rs. 56,000 or thereabouts in round numbers.

Pilot Fund.

71. The subjoined account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

	Rs. A. P.	Rs. A. P.
To balance in favour of the pilot fund on the 31st March 1869 ...	4,430 6 0	
Receipts during the year ...	8,298 2 8	
		12,728 8 8
Disbursements (<i>vide</i> statement No. 4) ...	3,533 3 3	
		3,533 3 3
Balance on the 31st March 1871 ...	9,195 5 5	
		9,195 5 5

72. The higher rates of pilotage sanctioned by Government have considerably increased the amount at credit of the fund, which is very satisfactory, as it has placed us in a position to meet any ordinary casualty without drawing upon other sources.

73. It is a mistake to suppose that the amended rates of pilotage referred to above, which are still moderate, will have any influence in deterring vessels from coming to this port while there are freights to be earned. As regards native vessels the employment of a pilot being optional, they do not take them as a rule.

74. The following statement shews the number of vessels and their tonnage built in the year under review and the previous year :—

No. 6.

	No. of vessels.	Tonnage.
1869-70 ...	7	1,253
1870-71 ...	6	1,028

75. It will be seen by the above statement that a larger class of vessels, and, referring specially to the year under review, a better class of vessels have been built in the construction of which more regard has been paid to sea-going qualities, strength, and model. It is worthy of remark that the native builders here can seldom read or write. I was the more

struck with this fact, when, upon observing a really greatly improved style of vessel that was built here during the past season, I was told the constructor could neither read nor write.

Wrecks in the Bay.

76. There were six Chittagong vessels lost. Three of them, with crews, have not been heard of; the crews of the three others were saved. But, as shown in my report No. 293, dated 18th March 1871, the ordinary class of vessels built at Chittagong, with a few exceptions, are utterly unseaworthy. Men with capital, however, are gradually introducing a better system of building, and a few very creditable descriptions of vessels have been turned out lately; but I would venture to suggest for the consideration of Government that all owners and masters of vessels known to be unseaworthy should be authoritatively warned that in the event of loss of life through the unseaworthiness of their vessels, they would be prosecuted under the provisions of sections 336 and 337 of the Indian Penal Code as suggested in Government letter No. 2464, dated 23rd August 1870, forwarded to this office with commissioner's letter No. 101, dated 9th September 1870.

77. I cannot at present see any other way of modifying, if not altogether preventing, this yearly sacrifice of human life.

Wrecks on the Coast.

78. The ship *John Banks*, an English vessel of 680 tons, salt laden from Liverpool, was lost on one of the eastern prongs of the sea reefs, about 60 miles to the westward of Chittagong; crew all saved. But there were no wrecks actually on the coast of Chittagong during the year.

79. The Kootubdea light has been burning satisfactorily, and the first class spire-buoy lately placed near the shoal patch, four miles west of it, has already saved one vessel from getting on this danger by the look-out discovering it just in time to escape when working up the coast during the night. The necessity for, and usefulness of, this danger mark is thereby confirmed.

80. Norman's Point light has also been reported very satisfactory. These beacons are constructed entirely of wood, and it is only a question of time and the progress of our trade when these must needs be succeeded by a good substantial light-house further inland, as the sea-face of the land is cutting away so much that the house of the jemadar, who is in charge of the lights, had to be removed further inland a short time since.

Future Prospects.

81. This port, in my opinion, must sooner or later become the main outlet for the produce of Eastern Bengal; but until either inland steamers or railways are introduced for the conveyance of produce to the port, its progress must necessarily be limited. Either of these projects would, I think, be preferable to cutting a canal if it could be successfully done, for I greatly fear that the silt from it for some years would materially affect the navigable channels of the Kurnasfoolee river, for the ordinary tides have not sufficient strength to carry it away to sea, and it would naturally be deposited on the shoalest parts, and probably render the river unnavigable for large draught vessels.

82. The approaches to Chittagong are considerably difficult, and require precaution and judgment when approaching the coast, especially for the first time. The currents vary considerably, but not always regular with the change of the monsoons, and have often been known to change, in the eastern side of the bay near this coast, to an almost opposite direction before it could have been anticipated. Judging from any of the sailing directions that I have seen, I consider it unfortunate that the late survey of the coast by Mr. Pearson was not published in separate sheets on a large scale, instead of amalgamating it with the previous surveys, having only explanatory notes attached (I have seen no other), and on a scale much too small for coasting purposes where so many dangers exist. I hope it is not yet too late, however, to have this valuable survey published separately on a large scale, purely as a coasting chart, for in that form only can it be of any practical advantage to the navigator; and I think I am right in stating that the original object of the survey was to provide a reliable coasting chart of this intricate and dangerous part of the coast, the southern limit of which, being high and remarkable, is usually the first land sought to be made by vessels bound to this port.

83. Mr. Thompson held the office of assistant conservator from the beginning of the official year up to 4th March 1871, and was transferred to Calcutta.

84. Mr. W. Warden took charge of the office of assistant conservator on the 20th March 1871. His service has therefore been too brief to enable me to offer any opinion other than his evident willingness and desire to carry out the duties of his office satisfactorily.

85. The duties of the port office, which have increased more than three-fold of late years, have been performed very creditably by the port clerk alone, and his practical knowledge as an accountant was of great service to me in extricating the port fund accounts from the confusion they had been in for years past.

86. I trust the administration of the port department for the year under review may be approved.

Statement showing the receipts and disbursements of the Port of Chittagong for the year 1870-71, as compared with 1869-70.

RECEIPTS.				DISBURSEMENTS.				
ITEMS OF RECEIPTS.	1869-70.	1870-71.	Decrease.	ITEMS OF DISBURSEMENTS.	1869-70.	1870-71.	Increase.	Decrease.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
Port dues ...	19,506	17,030	2,557	Port establishment ...	2,050	2,203	153	.....
Miscellaneous ...	1,594	203	1,301	Stores ...	1,533	.....	.....	1,533
				Contingencies ...	160	271	111	.....
				Norman Point and Kootubden light-house establishment ...	1,588	1,659	71	.....
				Stores ...	3,507	4,231	714	.....
				Contingencies ...	651	582	.....	69
				Schooner <i>Swallow</i> establishment ...	607	431	.....	376
				Stores ...	.....	.....	.....	.....
				Contingencies ...	117	.....	.....	117
				Signal station establishment ...	137	180	43	.....
				Stores ...	452	.....	.....	452
				Patunga Point stores ...	64	.....	.....	64
				Ditto renewing the beacon ...	.....	594	594	.....
				Stationery and printed forms ...	45	21	.....	24
				Re-buoysing the Chittagong river ...	.....	8,163	8,163	.....
				Construction of a dispensary and hospital (contributions from port fund) ...	.....	4,000	4,000	.....
				Floating jetty ...	.....	1,016	1,016	.....
				Public Works expenditure—repairs to jetty ...	403	452	49	.....
				Ditto ...	147	.....	.....	147
				Repairs to light-house and other buildings at Kootubden ...	1,640	132	.....	1,508
				Ditto, protecting the light-house from the encroachment of the sea ...	2,325	.....	.....	2,325
				Refund of port dues ...	79	.....	.....	79
Total ..	21,100	17,242	3,858	Total ...	15,705	23,925	14,914	6,694

COMMISSIONER'S OFFICE, CHITTAGONG,
The 13th June 1871.

H. HANKEY, Offg. Commissioner.

From R. H. WILSON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of the Chittagong Division,—(No. 2708, dated Fort William, the 5th September 1871.)

I AM directed to acknowledge the receipt of your letter No. 15, dated 13th June, containing your report on the Chittagong port fund for the year 1870-71, and to communicate the following orders and observations.

2. The Lieutenant-Governor observes that the number and the tonnage of vessels entering Chittagong port were 10 per cent. less than in the year 1869-70; the decrease has been apparent in all classes of vessels, but has been greatest in Liverpool ships laden with salt. His Honor desires to be informed whether the trade of Chittagong has continued to fall in the present year; whether it is believed that ships, which formerly obtained rice for export from Chittagong, are beginning to frequent Akyab; how the deficiency in the supply of Liverpool salt has been met; and whether the local price of salt has risen in consequence. It should also be stated whether last year's harvests were good, and whether anything is known as to what became of the surplus rice from Tipperah and Noacolly, which has hitherto been exported from Chittagong; whether, that is to say, it remained in the country or was exported by some other route.

3. A copy of your paragraph 6 has been sent to the Accountant-General, with a request that he will arrange, if possible, for meeting your views by letting the Conservator have a statement of the expenditure on stores within a few weeks of the end of each year.

4. With respect to the purchase of a port schooner, a separate communication will be addressed to you on the conclusion of inquiries which are in progress.

5. The attention of the Public Works Department of this Government has been called to those paragraphs of your report which refer to the construction of a floating jetty and the improvement of the present standing jetty.

6. The Lieutenant-Governor learns with satisfaction that native ship-builders have begun to construct a better class of vessels than those hitherto used.

7. The Master Attendant has been asked to take into early consideration the suggestion in your 18th paragraph, that the survey of the coast should be published separately as a coasting chart. The Lieutenant-Governor desires that this matter be not lost sight of. If you will submit a separate report with an estimate and detailed proposals for deepening the Moheskhali khal, the Lieutenant-Governor will be ready to take the matter into consideration. He fears that some part of the cost of the scheme would have to be provided locally, either from the port fund or from such other source as you can suggest; but a part could probably be contributed from the provincial budget for communications.

8. Your opinion is requested on the proposals contained in Mr. Marshall's paragraphs 17 and 18. If the "balam" boats are really leaving the port, and if the funds can afford to lose the Rs. 3,000 they pay, Mr. Marshall's proposal ought to be carefully considered. The decrease in the number of balam boats seems to have been 11 per cent.; but the tonnage increased last year.

9. With reference to paragraphs 58 and 59 of the Conservator's letter, the Lieutenant-Governor desires to know whether any part of the present pilot establishment is inefficient; and if so, what change, if any, you would recommend to prevent unnecessary risk to vessels entering the port.

10. As the cost of re-bridging the river (Rs. 8,163) was a special charge which will not recur, the condition of the port fund may be considered fairly satisfactory; for its gross receipts were Rs. 17,039 against a gross expenditure of Rs. 23,925, while the fund has at its credit a balance of Rs. 55,622.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 9th September 1871.

Number.	District.	Date of return from each district.	Rainfall at Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Sept. 8th	1.1	Favorable	Good.	Floods subsiding.
2	Monghyr	" 9th	4.3	Rainy then bright	Bhadoi more than half destroyed and Amun partially injured.	
3	Purneah	" 2nd	7.0	Rain and sun	Generally good.	No information submitted. No rain gauge. Very heavy rain on two days.
4	Rajmehal	" 9th	4.5	Fine	Aghany rice good.	
5	Deoghur	" 9th	1.9	Favorable	High land rice very good; low land crop damaged by too much rain.	
6	Nya Doomka	" 9th	3.9			
7	Godda	" 9th	†	Favorable	Excellent.	No information submitted. No rain gauge. Very heavy rain on two days.
8	Pakour	" 9th	1.0	Seasonable	No change.	
9	Jamtara.	" 9th				
10	Patna	" 9th	1.1	Rainy, cloudy, and sultry.	Bhadoi almost lost by rain and floods. Rice uncertain yet, but reports are rather favorable.	
11	Gya	" 7th	2	Fair and cloudy	Bhadoi injured; rice promises well.	Local distress apprehended.
12	Chumparan	" 9th	1.4	Cool	High land crops good; low land ones much damaged by inundation.	
13	Sarun	" 9th	6.4	Rainy and unfavorable.	Crops hopelessly destroyed by inundation.	
14	Shahabad.	" 9th	2.1	Little rainy and cloudy.	Most crops damaged considerably by inundation.	
15	Tirhoot	" 9th	1.3	Rainy and cloudy	High land Ous and Amun good and promising, but the low land ones very much destroyed by floods.	Bhagirathy, Gunduk, and the Ganges gradually falling.
16	Rajshahye	" 7th				
17	Bogra	" 8th	4.1	Changeable	Favorable.	
18	Dinapore	" 9th	2.1	Very hot and close.		
19	Maldah	" 8th	5.5	Rainy	Bhadoi and Amun very much damaged by inundation.	Rivers still very high, and land much under water.
20	Moorshedabad	" 9th	1.7	Fair	A great part of the Amun destroyed. There is slight improvement from the falling of the river.	
21	Pubna	" 9th	4.9	Seasonable	Ous and Amun injured by inundation.	
22	Rungpore	" 9th	5.6	Rain and sun	Good.	
23	Burdwan	" 9th	6.3	Rainy and fair	Ous much and Amun a little damaged; sugar-cane not good.	The present inundation is said to be the severest ever experienced, except perhaps that of 1828. Suffering from loss of houses, crops, and cattle is great; said sickness is apprehended.
24	Bancoorah	" 9th	1.2	Hot	Favorable.	
25	Beerbhoom	" 9th	3.2	Rain and sun	Good.	
26	Hooghly	" 9th	3.9	Clear, then rainy and cloudy.	Ous good. Amun in low lands injured by inundation.	
27	Howrah	" 9th	1.0	Favorable	Crops in high lands very good; in low lands partially destroyed by heavy rain.	
28	Midnapore	" 8th	2.9	Dry	Good.	
29	Nuddea	" 9th	5	Not unfavorable	Most crops damaged very much.	
30	Jessore	" 8th	1.3	Hot and cloudy	Great loss to Ous and Amun by inundation, which has submerged almost the whole district.	
31	24-Pergunnahs	" 9th	4.5	Rainy and cloudy	Generally good, except in the Bustermut sub-division, where both Ous and Amun have been injured by flood.	
32	Dacca	" 1st	4	Dry, hot, and cloudy.	Good.	
33	Backergunge	" 2nd	1.1	Sunny and rainy	Favorable.	

Number.	District.	Date of return from each district.	Rainfall at Standard Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
34	Furzedpore	Sept. 9th	5.3	Rainy and fair, but still and oppressive.	Rice good; sugarcane damaged by inundation.	Very high inundation, such as has not been known for many years.
35	Mymensingh	" 2nd	6.9	Very rainy	Early crops reaped; late rice safe yet, though the rivers have risen very high.	
36	Sylhet	" 2nd	2.5	Cool and showery	Favorable.	
37	Cachar	" 2nd	3.2	Cloudy, rainy, and cool.	Good; rivers falling.	Much sickness.
38	Chittagong	" 1st	.6	Generally fine...	Favorable.	
39	Noakhally or Bulloah	" 1st	1.7	Very hot	Good	
40	Tipperah	" 1st	.3	Very hot	Good.	
41	Hill Tracts of Chittagong	Aug. 26th	7.1	Rainy	Good.	
42	Cuttack	Sept. 9th	3	Favorable.	Good.	
43	Balasore	" 9th	2.2	Rainy	Very prosperous.	
44	Pooree	" 1st	2.0	Hot & unhealthy.	Generally good; but in some places gloomy for want of rain.	
45	Hazareebaugh	" 9th	6.7	Very rainy	No serious damage done yet.	
46	Lohardugga	" 8th	5.2	Rainy	Excellent.	
47	Maunbhoom	" 9th	.7	Rainy	Not very favorable.	* No rain gauge.
48	Singbhoom	" 2nd	.7	Seasonable	Favorable.	
49	Durrung	"				
50	Nowgong	" 2nd	6.5	Rainy	Good, except in places inundated by hill streams.	
51	Sebsaugor.	"				
52	Kamroop	" 2nd	.2	Dry	Good.	
53	Luckimpore.	"				
54	Khasi and Jynteah Hills.	" 1st	1.3	Cloudy and rainy	Favorable.	
55	Naga Hills.	"				
56	Julpigoree	" 1st	5.4	Cloudy and wet	Amun improving.	
57	Gowalparah	" 2nd	2.6	Rainy	Favorable.	Late rice suffering for want of rain; other crops good.
58	Garohills	" 2nd	3.1	Seasonable	Healthy.	
59	Darjeeling	" 2nd	4.6	Healthy		
60	Cooch Behar	" 2nd	*	Very rainy	Good.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 12th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.10	2.70	45.58	3rd Sept. 1871.	
	Cuttack { Jail ...	0.25	1.37	40.18	ditto.	
	False Point ...	2.70	Not received	48.30	27th Aug. 1871.	
	Jajipore ...	1.14	1.44	71.64	3rd Sept. 1871.	
	Kendraparah ...	Nil	0.00	36.20	ditto.	
	Jugutsingpore ...	1.40	0.00	36.18	ditto.	
	Sumulpore ...	0.48	Nil	34.33	ditto.	
	Bainsore ...	2.18	0.31	43.91	ditto.	
	Bludhruck ...	0.32	0.70	45.56	ditto.	
	Pooreh ...	1.20	1.18	41.50	ditto.	
CHOTA NAAGPORE.	Khoordah ...	4.29	2.75	40.32	ditto.	
	Hazareebaugh ...	0.41	1.78	42.05	ditto.	
	Barhee ...	1.50	0.02	38.00	ditto.	
	Pachamba ...	2.85	1.44	47.50	ditto.	
	Randhee ...	3.27	0.34	47.87	ditto.	
	Palamow ...	2.52	0.00	39.10	ditto.	
	Purula ...	4.18	0.10	53.28	ditto.	
	Gobindpore ...	4.76	1.26	42.16	ditto.	From 12th June.
	Chyannasa ...	0.00	0.72	44.46	ditto.	
	Patna ...	2.72	1.16	40.30	ditto.	
PATNA.	Behar ...	1.04	Not received	44.50	27th Aug. 1871.	
	Barh ...	1.13	0.18	26.02	3rd Sept. 1871	
	Dumapore ...	0.33	0.50	40.90	ditto.	
	Gya ...	1.38	0.07	41.86	ditto.	
	Sherghatty ...	3.02	0.81	38.42	ditto.	
	Nowadah ...	0.07	1.41	41.40	ditto.	
	Arungabud ...	1.20	0.44	33.40	ditto.	
	Chumpran ...	Not received	2.75	32.04	ditto.	Not received 21st to 27th August.
	Bettiah ...	7.77	4.15	40.54	ditto.	From 5th June.
	Chuprah ...	2.80	3.20	52.78	ditto.	
	Sewan ...	0.03	0.00	52.89	ditto.	
	Mozullerpore ...	1.80	2.80	42.00	ditto.	
	Durbhangah ...	9.18	5.78	59.15	ditto.	
	Sentamaroo ...	7.03	2.35	41.82	ditto.	
	Tajpore ...	2.00	2.00	26.70	ditto.	Not recorded 6th to 19th March.
	Mudhubani ...	11.09	3.52	41.10	ditto.	From 1st April.
	Hajipore ...	3.43	1.03	27.08	ditto.	From 22nd May.
	Arrah ...	5.70	0.02	49.15	ditto.	
	Buxar ...	4.58	1.75	55.58	ditto.	
	Sasaram ...	2.60	0.43	36.34	ditto.	
	Bhubhoobah ...	2.31	2.51	48.48	ditto.	
BHAUGULPORE.	Benares ...	2.50	2.50	42.13	ditto.	
	Bhaugulpore ...	0.02	1.07	30.40	ditto.	
	Mudhupoorah ...	0.30	0.80	43.03	ditto.	
	Banka ...	3.17	Not received	34.26	27th Aug. 1871.	From 14th August.
	Soopool ...	12.25	3.02	17.76	3rd Sept. 1871	
	Blonghyr ...	5.40	0.00	41.83	ditto.	
	Jamooie ...	2.30	1.33	40.46	ditto.	
	Begoozari ...	1.54	0.13	33.90	ditto.	
	Dooghur ...	1.74	0.85	48.06	ditto.	
	Jamtara ...	4.10	Not received	55.33	27th Aug. 1871	From 13th February.
	Rajmehal ...	6.20	5.60	53.60	3rd Sept. 1871	From 19th February.
	Pakour ...	5.30	2.40	34.44	ditto.	From 21st May.
	Purneah ...	9.71	6.34	62.79	ditto.	
	Kishangungo ...	3.23	4.99	48.47	ditto.	From 13th June.
	Arraria ...	5.24	9.06	50.10	ditto.	From 26th June.
RAJSHAHY.	Rampore Beaulah... ..	5.70	1.36	61.36	ditto.	
	Nattore ...	3.09	8.64	67.55	ditto.	
	Dograh ...	0.50	2.22	72.04	ditto.	
	Dinagapore ...	4.40	3.23	59.33	ditto.	
	Maldah ...	2.71	5.30	41.61	ditto.	
	Baranaspore ...	2.44	1.33	61.48	ditto.	
	Jungipore ...	5.53	2.70	47.84	ditto.	
	Lalbagh ...	2.74	3.34	47.05	ditto.	From 16th January.
	Jamookandi ...	4.00	2.52	47.40	ditto.	From 17th April.
	Pubna ...	2.28	2.18	59.66	ditto.	
	Serajgunge ...	2.08	3.14	53.23	ditto.	
	Ruwpore ...	0.10	0.00	80.30	ditto.	
	Blowanungunge ...	3.24	4.04	55.24	ditto.	From 22nd January.
	Titalya ...	7.06	8.25	55.55	ditto.	
	Hurdwan ...	3.31	0.36	50.04	ditto.	
MURDAH.	Cutwa ...	3.44	2.40	50.05	ditto.	
	Culna ...	2.03	0.35	54.32	ditto.	
	Bood-Bood ...	3.93	0.60	55.73	ditto.	
	Bancoorah ...	2.17	0.39	50.48	ditto.	
	Bancegunge ...	4.23	0.82	46.10	ditto.	
	Sooree ...	3.74	1.88	47.93	ditto.	
	Houghly ...	1.90	0.50	64.99	ditto.	
	Serampore ...	3.75	0.56	43.49	ditto.	From 20th March.
	Jehansabad ...	3.02	1.91	58.43	ditto.	From 21st April.
	Howrah ...	2.03	1.03	76.10	ditto.	
	Midnapore ...	3.20	2.11	57.00	ditto.	
	Contai { Dy. Collr.'s Office ...	0.31	0.51	57.15	ditto.	
	Contai { Engr's Office ...	0.32	0.59	58.70	ditto.	
	Gurhatta ...	2.04	0.35	49.34	ditto.	From 6th February.
	Tufflook ...	1.07	1.10	54.29	ditto.	

DIVISIONS.	Stations.	Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENT.	Kishnaghur ...	3.00	1.14	40.64	3rd Sept. 1871	
	Bongong ...	4.31	1.28	63.57	ditto.	
	Raunghat ...	2.10	0.37	48.42	ditto.	
	Meherpore ...	5.04	0.85	48.50	ditto.	
	Choomangah ...	Not received	2.40	63.45	ditto.	Not received 21st to 27th August.
	Koositnah ...	3.07	1.56	64.08	ditto.	
	Jessore ...	4.31	1.07	71.00	ditto.	
	Khoolnah ...	2.01	2.03	61.48	ditto.	From 16th February.
	Jenidih ...	7.44	Not received	73.75	27th Aug. 1871	From 6th March.
	Nurail ...	1.08	ditto	61.05	ditto	From 3rd April.
	Magorah ...	2.27	ditto	35.22	ditto	ditto.
	Bagirlhut ...	3.07	ditto	64.30	ditto	ditto.
	Saugor Island ...	0.50	0.70	74.00	3rd Sept. 1871.	
	Calcutta ...	2.81	0.84	70.00	ditto.	
	Alipore { Jail ...	2.02	1.13	90.30	ditto.	
	{ Hospital... ..	2.56	1.11	70.32	ditto.	
	Barrackpore ...	2.05	0.10	75.50	ditto.	
	Dum-Dum ...	1.08	0.87	51.01	ditto.	
	Baraset ...	0.08	0.25	55.07	ditto.	
	Sukberah ...	3.15	1.15	64.14	ditto.	
	Busseerhut ...	2.08	1.05	62.06	ditto.	
	Diamond Harbour ...	0.72	0.77	69.00	ditto.	
	Barrapore ...	6.05	1.00	73.00	ditto.	
DACCA.	Dacca { Telegraph Office ...	1.58	1.42	74.88	ditto.	
	{ Jail ...	1.00	0.80	60.50	ditto.	
	Burrianul ...	3.08	1.77	71.70	ditto.	
	Dowlat Khan ...	7.41	0.51	84.56	ditto.	
	Perazpore ...	3.02	1.72	70.16	ditto.	
	Madaripore ...	3.32	1.23	60.27	ditto.	
	Furzedpore ...	0.08	1.01	77.55	ditto.	
	Goalundo ...	4.65	0.17	41.06	ditto.	From 5th June.
	Mymensing ...	7.44	7.03	92.17	ditto.	
	Jamalpore ...	7.12	Not received	62.15	27th Aug. 1871	Not received 12th to 18th June.
	Attenh ...	3.77	0.76	61.53	3rd Sept. 1871.	
	Kishoregunge ...	4.07	3.53	84.97	ditto.	
	Syhet ...	10.78	3.15	110.20	ditto.	
CHITTAGONG.	Cachar ...	5.04	Not received	70.04	27th Aug. 1871.	Not received 10th to 23rd July.
	Hylakandy ...	4.70	ditto	60.74	ditto	Not received 31st July to 6th Aug.
	Kojah ...	4.33	ditto	84.60	ditto	
	Chittagong { Telegraph Office ...	7.30	2.20	86.88	3rd Sept. 1871.	
	{ Jail ...	7.02	2.02	90.20	ditto.	
COCHIN BEAR.	Cox's Bazar ...	5.00	Not received	142.44	27th Aug. 1871	
	Kangamtea Hill ...	6.36	ditto	78.22	ditto.	
	Noakhully ...	4.84	2.43	90.03	3rd Sept. 1871.	
	Tipperah ...	8.70	1.60	84.77	ditto.	
	Brahmaubariah ...	8.58	3.48	90.12	ditto.	
COCHIN BEAR.	Akyab ...	8.80	Nil	102.30	ditto.	
	Buxa ...	10.33	14.16	153.18	ditto.	
	Gawalparah ...	3.06	2.83	78.11	ditto.	
	Dhobree ...	7.80	2.10	54.76	ditto	Not recorded 27th Feb. to 5th March.
	Turn (Garo Hills) ...	8.01	Not received	82.75	27th Aug. 1871.	
COCHIN BEAR.	Darjeeling { Telegraph Office ...	Not received	ditto	70.60	31st July 1871	
	{ Hospital ...	0.34	2.34	90.77	3rd Sept. 1871.	
	Runghee ...	Not received	Not received	117.04	31st July 1871.	
	Falacottah ...	ditto	ditto	43.07	6th Aug. 1871.	
	Jalpigooree ...	11.27	4.33	70.78	3rd Sept. 1871.	
ARUN.	Boda ...	6.85	4.50	50.63	ditto.	
	Tezporo ...	8.56	Not received	60.81	27th Aug. 1871.	
	Nowgong ...	21.30	ditto	95.17	ditto.	
	Mungledye ...	6.50	ditto	58.24	ditto	From 30th January.
	Burpettah ...	6.24	ditto	60.10	ditto.	
	Gowhatty ...	3.52	0.88	48.37	3rd Sept. 1871.	
	Seebaugor ...	13.15	Not received	98.71	27th Aug. 1871.	
	Jorehaut ...	6.08	ditto	74.82	ditto	From 27th February.
	Golaghab ...	7.71	ditto	88.10	ditto.	
	Nazorah ...	5.19	ditto	85.12	ditto.	
	Debraughur ...	1.70	ditto	80.25	ditto.	
	Suddya ...	4.82	ditto	71.34	ditto	Not received 31st July to 6th Aug.
	Shillong ...	6.40	ditto	54.02	ditto.	
	Chetrapoonjee ...	23.27	ditto	250.43	ditto	From 18th February.
	Jowai ...	9.70	ditto	92.40	ditto.	
	Bamooogooding ...	Not received	ditto	30.60	20th Aug. 1871.	

CALCUTTA,
The 9th September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 3rd to 9th September 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Sept.											
	3rd	10	29.732	29.750	84.6	80.6	83	S S W	...	...	S	
	16		29.656	29.673	85.4	81.7	84	S by W	...	...	S	
	4th	10	29.740	29.764	87.0	82.7	83	S by W	...	...	K	scuds from s by w
	16		29.709	29.727	79.6	78.5	93	W by N	...	...	CS	
	5th	10	29.775	29.788	85.8	79.0	77	S W	...	0.25	CS	
	16		29.686	29.704	78.0	77.0	95	S S E	...	0.65		o, v
	6th	10	29.705	29.729	81.2	78.5	88	S by W	...	1.33	CK, K	
	16		29.617	29.665	83.0	79.0	89	S by E	...	0.21	CK	
	7th	10	29.735	29.753	83.7	80.5	85	S	...	...	K	
SAGOR ISLAND.	16		29.647	29.665	83.5	79.3	83	S S W	...	...	K, C	o, r
	8th	10	29.608	29.629	86.0	80.8	79	S	...	0.20	N, S	
	16		29.510	29.537	80.0	82.7	78	S by E	...	...	K	
	9th	10	29.617	29.625	83.8	80.0	83	E by N	...	...	K, N	
	16		29.480	29.498	84.0	81.0	87	S E	...	0.08		
	3rd	10	29.751	29.757	81	81	87	S W	10.9°	0.20	N	b, p, v
	16		29.602	29.608	87	83	83	S S W	15.7°	...	N	o
	4th	10	29.781	29.787	87	84	83	S S W	15.2°	...	N	b, u
	16		29.677	29.683	87	84	87	S S W	17.1°	...	N	o, u
	5th	10	29.787	29.793	82	84	88	W S W	4.1°	...	N	b
CHITTAGONG.	16		29.690	29.696	82	80	91	S	11.6°	1.20	N	o, r, u
	6th	10	29.700	29.706	81	80	95	S S E	3.5°	1.10	N	o, r
	16		29.658	29.664	82	80	91	S S W	18.1°	0.10	N	b, r, u
	7th	10	29.741	29.747	83	81	91	S	10.5°	0.10	N	b, d, u
	16		29.613	29.609	82	80	91	S S W	10.1°	0.10	N	o, r, u
	8th	10	29.681	29.687	80	82	83	S S W	6.2°	0.10	N	b, u, v
	16		29.588	29.542	84	82	79	S S E	4.4°	...	K, S	b
	9th	10	29.608	29.614	80	84	80	N E	14.0°	...	N	b
	16		29.467	29.503	85	82	87	S E	4.7°	0.50	N	b, u, v
	2nd	10	29.743	29.852	88	81	79	E S E	4.5°	0.20	K	b, v
MADRAS.	16		29.628	29.737	80	80	75	S W	9.7°	...	K, KS	b
	3rd	10	29.724	29.739	81	78	84	S W	4.2°	0.70	KS	p, u
	16		29.627	29.730	77	79	95	N W	5.0°	1.20	N	d, o, g
	4th	10	29.738	29.848	84	81	87	E	3.5°	0.50	K, C	b, t
	16		29.641	29.750	86	81	79	W S W	10.8°	0.10	K, KS	p
	5th	10	29.743	29.833	85	79	75	S E	3.0°	0.20	K, KS	o, v
	16		29.681	29.711	85	80	79	S W	11.0°	...	K, C	b
	6th	10	29.713	29.822	84	80	75	S W	3.8°	0.30	K, C	b, v
	16		29.609	29.718	87	80	72	S W	9.1°	...	K, KS	b
	7th	10	29.691	29.800	80	80	75	E	2.3°	...	K, CS	b
CUTTACK.	16		29.546	29.655	87	80	72	S	10.1°	...	K, CK	b
	8th	10	29.612	29.722	85	80	79	N W	4.3°	...	K, KS	u
	16		29.472	29.582	83	80	87	S	0.3°	...	N	d, u, t
	9th	10	29.570	29.687	84	79	79	N N E	...	...	KS	u
	16		29.404	29.575	83	78	78	N W	4.6°	0.40	C, KS, N	d
	3rd	10	29.808	29.838	80	74	62	W N W	0°	...		b
	16		29.690	29.720	80	76	61	N by W	10°	...		b
	4th	10	29.842	29.872	80	77	53	S by E	5°	...		bo
	16		29.710	29.740	87	77	61	N N W	0°	...		bo
	5th	10	29.822	29.863	92	77	48	S by W	8°	...		bo
AKTAP.	16		29.719	29.749	80	79	62	N E	0°	...		bo
	6th	10	29.827	29.857	89	78	52	S E by S	0°	...		bo
	16		29.684	29.714	87	77	61	N N W	0°	...		bo
	7th	10	29.808	29.838	87	77	61	S E	10°	0.01		bo
	16		29.678	29.708	86	77	64	N N W	4°	0.01		bo
	8th	10	29.787	29.817	87	74	61	S S E	13°	...		bo
	16		29.650	29.680	80	75	78	S	11°	0.48		bo
	3rd	10	29.696	29.778	87	80	79	W N W	0.3°	1.10	C	fair
	16		29.616	29.697	91	81	63	S S W	0.5°	...	C, KS	sultry
	4th	10	29.726	29.808	88	82	76	S W	0.4°	...	KS	cloudy
	16		29.677	29.760	78	76	90	W	0.4°	...	N	
	5th	10	29.720	29.811	85	81	83	W S W	0.1°	1.60	KS, C	
	16		29.737	29.820	77	76	95	N N E	0.4°	...	N	o
	6th	10	29.737	29.820	77	77	90	E S E	0.1°	2.00	N	o
	16		29.624	29.706	85	79	83	S S W	0.2°	...	KS, N	
	7th	10	29.674	29.756	85	80	79	W S W	...	...	KS	fair
	16		29.580	29.642	85	80	79	S S W	0.3°	...	KS	t, t
	8th	10	29.600	29.682	87	81	70	N N W	0.1°	...	C, E, KS	cloudy
	16		29.500	29.582	80	80	75	S S E	0.2°	...	N	t, t, w
	2nd	10	29.881	29.846	84	80	88	E	1	...	CK, KS	b
	16		29.710	29.725	85	80	79	W	1	...	CS, K	b
	3rd	10	29.805	29.820	88	80	87	S E	1	...	K, CK, CS	b
	16		29.710	29.725	85	80	79	W N W	1	...	K, KS	b
	4th	10	29.821	29.836	84	80	83	S E	1	0.90	K, CK, CS	b
	16		29.717	29.732	80	80	75	W	1	...	K, C, CS	b
	5th	10	29.834	29.840	83	79	83	E	1	...	KS	o
	16		29.713	29.728	84	79	79	W	2	...	KS	b
	6th	10	29.846	29.831	89	79	67	S	1	...	K, KS	g
	16		29.690	29.695	85	80	79	W	1	...	S, KS	g
	7th	10	29.765	29.780	83	79	83	S E	1	...	C, K, CS	b
	16		29.620	29.635	85	80	79	N W	1	...	K, KS	b, j
	8th	10	29.694	29.760	76	74	90	N	1	1.40	N	r
	16		29.574	29.589	80	78	91	N N W	1	0.10	E, KS	g
	9th	10	29.687	29.652	82	79	87	E S E	1	0.10	K, KS	d
	16		29.554	29.569	80	77	86	S	1	0.10	K, KS, CS	g

• Velocity of wind in miles per hour.

CALCUTTA.
The 9th September 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th September 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H.	Miles.	In.		
Sept.	1st	29.755	86.5	80.8	147.2	83.3	80.5	78.5	0.80	S by W & S S W	...	22.6	...	...	Cirri and cumuli. Drizzled at 1 P.M.
	2nd	707	88.5	80.6	140.6	83.6	80.5	78.3	.85	S by W & S S W	1.0	65.7	...	...	Stratoni and cirri. Drizzled at 8 A.M.
	3rd	684	87.2	81.5	137.0	83.9	80.8	78.0	.85	S by W & S S W	...	101.1	...	...	Stratoni and cirri. Lightning on S W at 7 and 8 P.M.
	4th	700	91.0	79.0	151.0	83.3	80.5	78.5	.86	S by W & S W	2.4	140.0	3.25	...	Stratoni, cumuli, and overcast. Brisk wind at 3½ P.M. Thunder at 4, and from 12½ A.M. to 6 P.M. Lightning at 4 A.M. and from 4 to 8 P.M. Heavy rain from 3½ to 4½ P.M., and slight rain from 4½ to 11 P.M.
	5th	727	87.7	78.0	147.0	81.2	79.0	77.5	.89	S W & S by W	1.0	75.9	1.28	...	Cirri, cirrostrati, and overcast. Brisk wind at 3½ P.M. Thunder at 3½ and 6 P.M. Lightning at 6 P.M. Rain from 1½ to 9 P.M.
	6th	714	86.5	79.0	150.6	81.7	79.3	77.6	.88	S by W & S	...	41.0	0.35	...	Overcast, cumuli, and stratoni. Slight rain from 3 to 5 and 9½ A.M.
	7th	673	87.4	78.5	144.5	82.0	79.5	77.7	.87	S & S by E	0.0	125.1	0.20	☾	Cirri, cumuli, and clear. Rain at 4 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	13.0
The max. temperature during the past seven days	...	91.0
The max. temperature during the corresponding period of the past year	...	87.0
The mean humidity during the past seven days	...	0.87
The mean humidity during the corresponding period of the past year	...	0.89
		Inches.
The total fall of rain from 1st to 7th	... { by lower rain gauge	5.08
	... { by anemometer gauge	4.65
Ditto ditto average of seventeen previous years	...	2.28
Ditto between the 1st January and the 7th September	...	81.43
Ditto ditto ditto ditto, average of seventeen previous years...	...	58.57

GOPEKNATH SEN,
In charge of the Observatory.

The 8th September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 26th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.	Mds. Strs.		Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	83,417	91,098 13 7	8,350 14 7	867,016 20	2,08,944 7 6	19,070 14 10	27,421 9 6		
Or per mile of railway ...	...	71 3 2	6 10 7	...	162 9 7	14 18 1	21 4 8	
For previous 7 weeks of half-year	618,623	7,27,009 9 5	66,730 10 11	2,715,437 20	10,41,310 4 3	150,453 8 10	217,183 10 9		
Total for 8 weeks ...	697,040	8,19,008 7 0	75,081 5 6	3,082,454 0	18,49,354 11 9	169,524 3 8	244,605 0 2		
COMPARISON.									
Total for corresponding week of previous year ...	70,934	92,199 0 11	8,728 11 7	399,568 10	2,06,583 13 1	27,180 17 0	35,913 4 7		
Per mile of railway corresponding week of previous year ...	.....	84 2 2	7 14 3	.....	262 1 10	24 0 7	31 14 10
Total to corresponding date of previous year ...	719,599	8,90,933 11 8	82,220 18 10	3,944,335 30	27,29,235 2 2	250,170 17 0	332,400 10 7		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 26th August 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,438	7,807 6 5	715 13 7	33,129 10	8,070 0 6	822 0 1	1,537 19 8
Or per mile of railway ...		35 0 2	3 4 2		36 3 8	3 18 9	6 17 11
For previous 7 weeks of half-year...	24,745	60,140 0 6	5,512 16 9	236,109 10	55,672 9 6	5,018 6 5	10,561 3 2
Total for 8 weeks ...	28,183	67,947 0 11	6,228 10 4	269,238 20	64,943 3 0	5,870 12 6	12,099 2 10
COMPARISON.							
Total for corresponding week of previous year ...	2,842	6,907 7 11	633 3 9	13,907 0	4,780 2 1	438 14 7	1,071 18 4
Per mile of railway corresponding week of previous year ...		30 15 7	2 16 10		21 7 5	1 19 4	4 16 2
Total to corresponding date of previous year ...	26,872	68,180 14 5	6,240 18 4	139,074 0	44,064 11 9	4,039 5 4	10,289 3 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	22,003	11,887 0 9	1,089 12 11	163,110 28	56,573 7 5	5,185 18 0	6,375 10 11
Or per mile of railway ...	147	75 15 4	6 19 3	1,042 0	361 7 10	33 2 9	40 2 9
For previous 8 weeks of half-year...	194,694	1,07,132 9 7	9,822 6 5	927,114 35	3,51,919 6 5	32,259 5 0	42,031 11 11
Total for 9 weeks ...	219,698	1,19,039 10 4	10,911 19 4	1,090,235 21	4,08,492 13 10	37,445 3 0	48,357 2 10
COMPARISON.							
Total for corresponding week of previous year ...	25,436	11,632 10 2	1,065 8 2	107,713 1	23,444 3 4	2,332 7 9	2,397 15 11
Per mile of railway corresponding week of previous year ...	251	102 10 1	9 8 2	951 0	234 10 9	20 11 11	20 0 1
Total to corresponding date of previous year ...	203,238	1,02,843 1 7	9,381 9 1	823,137 34	1,55,500 7 2	14,239 14 3	22,641 3 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,226	675 13 9	67 11 7	10,499 0	323 15 3	32 7 8	90 10 8
Or per mile of railway ...	151	24 2 3	2 8 3	374 24	11 9 0	1 5 1	3 11 4
For previous 21 weeks of half-year	129,694	23,841 18 0	2,394 3 10	214,742 20	4,375 8 8	637 11 1	3,021 14 11
Total for 22 weeks ...	133,977	24,517 11 9	2,431 15 5	225,231 20	4,699 5 6	669 19 9	3,111 14 2
COMPARISON.							
Total for corresponding week of previous year ...	4,033	705 15 0	70 11 11	7,035 24	334 10 9	23 9 4	84 1 3
Per mile of railway corresponding week of previous year ...	144	25 3 5	2 10 5	253 0	8 6 1	0 16 9	3 7 2
Total to corresponding date of previous year ...	118,970	20,292 4 0	2,029 6 0	219,878 24	7,035 9 6	763 10 1	2,792 14 7

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of July 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 12 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				Remarks.				
Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Ra. As. P.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Ra. As. P.	Nature of traffic.	Value of traffic.	Tonnage.		Ton mileage.	Tollage.	Ra. As. P.	
		Mounds.	Tons.						Mounds.	Tons.										
8	Passengers..	2348	...	...	...	68 0 0	Local ..	...	...	...	...	...	101	Local ..	27,002	697 1/2	14,500	128 1 2	The tonnage shown is that of the boats and not of the cargo.	
10	Jaggery ..	20,306	...	10,080	...	13 10 0	Rubble ..	...	...	...	...	...	306	Through ..	5,17,073	2,674	1,08,989	1,020 14 2		
3	Salt ..	2,255	...	6,135	...	14 4 0	stones..	...	...	...	...	...	15	firm works	1,854	300 1/2	5,391	46 14 0		
33	Paddy ..	6,082	...	40,470	...	79 14 0	Lime ..	...	...	...	...	...	...	...	...	...	...	...		...
41	Empty ..	2,626	...	18,311	...	48 10 0	Pine wood	...	...	...	...	...	...	...	...	...	...	...		...
...	...	...	...	268	...	16 2 0	Shells ..	...	...	...	...	...	...	...	...	...	...	...		...
...	...	...	...	1,858	...	111 0 0	Empty ..	...	...	...	...	...	...	...	...	...	...	...		...
...	...	...	...	22,900	...	08 0 0	...	...	...	...	...	...	...	...	...	...	...	...		...
...	...	...	...	4,00,000	...	08 12 0	...	...	...	...	...	...	...	...	...	...	...	...		...
...	...	...	...	9,923	...	129 11 0	...	...	...	...	...	...	...	...	...	...	...	...		...
101		27,002	19,542	697 1/2	1,020 1/4	25		1,354	...	423		5,16,029	3,081 1/2	1,26,844	1,193 13 4					

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mile-age.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mile-age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile-age.	Tollage.						
			Maunds.	Tons.						Maunds.	Tons.														
6	Jaggery	1,090 0 0	683	Rs. As. P.	3	Charcoal	47 0 0	9,389	Rs. As. P.	61	Local	1,914 8 0	177	2,671	40 13 7	The tonnage shown is that of the boats and not of the cargo.					
8	Passengers	...	...	...	...	...	2	Passengers	...	...	...	...	...	70	Irta. Works	11,033 13 0	1,016	12,690	183 1 7
23	Empty	...	933	...	...	...	25	Empty	...	6,356	...	...	...	...	...	...	...	...	...
5	Paddy	400 0 0	855	...	...	...	1	Lanka gram	3 0 0	100	...	...	...	...	...	...	...	...	...
13	Straw	104 0 0	1,454	...	...	...	1	Timber	40 0 0	...	...	...	...	...	...	...	...	...	...
3	Firewood	15 8 0	233	...	...	...	2	Treasure	10,000 0 0	64	...	...	...	...	...	...	...	...	...
1	Rice	120 0 0	11	...	...	...	24	Laterite	955 13 0	15,569	...	...	...	...	...	...	...	...	...
1	Lime	125 0 0	66	...	...	...	6	White stones	107 0 0	2,224	...	...	...	...	...	...	...	...	...
1	Bamboos	10 0 0	40	...	...	...	1	Shoots	40 0 0	100	...	...	...	...	...	...	...	...	...
1	Spices	60 0 0	31	...	...	...	2	P. steamer	...	1,930	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	1	Shutter	500 0 0	516	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	2	Luggage	...	498	...	...	...	...	...	...	...	...	...
61		1,914 8 0	4,987	177	2,671	40 13 7	70		11,033 13 0	28,423	1,016	12,690	183 1 7	131		12,967 4 0	1,192	13,362	233 15 2						

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldanda Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 15 MILES; AND FOR IRRIGATION, 6 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.									
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mile-age.	Tollage.	Num-ber of boats or rafts.	Nature of cargo.	Approxi-mate value of cargo.	Tonnage.		Ton mile-age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile-age.	Tollage.	Remarks.									
			Maunder.	Tons.						Maunder.	Tons.																		
6	Passenger, 134 in no.	840	2,008	5 11 9	53	Laterite stone	1,012	49,670	124 8 0	The tonnage shown is that of the boats and not of the cargo.									
8	Carts, 4	...	...	...	...	0 5 7	4	Clall stone	185	2,330	...	...	5 18 0	...	...	...	...	...	...				
	Pelauken, 1	...	...	...	...	0 4 0	19	Rubble stone	302	9,161	...	...	23 14 6	...	...	...	...	...						
10	Empty	...	1,930	...	...	0 1 0	3	Sand cut stone	70	1,078	...	...	3 11 0	...	...	...	...	...	...				
5	Demurrage	...	...	...	...	3 7 3	17	Lime	1,650	7,966	...	...	19 14 9	...	...	...	...	...	...				
	.....	...	...	...	...	4 14 0	1	Bamboo, 600 in so.	6	...	...	...	0 8 0	...	...	...	...	...	...				
...	.....	...	...	...	...	...	1	Iron goods for lock	50	30	...	...	0 1 0	...	...	...	...	...	...				
...	.....	...	...	...	...	...	3	Empty	.....	76	...	...	0 8 0	...	...	...	...	...	...				
...	.....	...	...	...	...	...	96	Ditto	.....	35,989	...	...	84 3 9	...	...	...	...	...	...				
29		840	8,236	1164	615	14 11 7	106		2,975	105,509	3,7714	38,1624	264 7 0	235		4,115	2,887	38,7774	279 2 7										

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 15 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.							ABSTRACT.						REMARKS.
Number of boats or traffic.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.	
			Maunds.	Tons.									
		Rs.				Rs. As. P.			Rs. As. P.			Rs. As. P.	The tonnage shown is that of the boats and not of the cargo.
5	Rubble stone ...	800	1,837	...	...	3 7 4	10	Irrig. works.	800 0 0	73	370	5 3 0
5	Empty ...	...	693	...	...	1 11 8	...	...	....	...	...	...
10		800	2,080	73	370	5 3 0	10		800 0 0	73	370	5 3 0	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.			
			Maunds.	Tons.											
		Rs.				Rs. As. P.			Rs.			Rs. As. P.			
43	Coal ...	4,141	18,700	83 14 0	1083	Local ...	5,96,116	9,756	81,668	1,303 3 0	Canal Range I, Osolobheriah Lock, opened from 2nd July 1871. Bansheriah ditto, 4th July 1871. Canal Range III opened from 1st July 1871.		
15	Cotton ...	23,553	8,000	...	...	14 1 6	...	...	...	...	...	...
8	Firewood ...	143	1,250	...	...	6 2 6	...	...	...	...	...	...
61	Grain ...	13,291	12,775	...	...	50 7 0	...	...	...	...	...	...
20	Hides and horns ...	11,315	3,000	...	...	15 14 0	...	...	...	...	...	...
67	Jaggery & sugar ...	25,752	18,400	...	...	70 6 8	...	...	...	...	...	...
47	Metals ...	1,80,000	14,800	...	...	54 12 6	...	...	...	...	...	...
213	Miscellaneous ...	12,481	28,925	...	...	117 9 3	...	...	...	...	...	...
72	Oil and oil-seeds ...	86,492	20,100	...	...	81 0 0	...	...	...	...	...	...
31	Paddy and rice ...	2,054	5,550	...	...	21 1 0	...	...	...	...	...	...
92	Piece goods ...	93,304	17,100	...	...	78 7 0	...	...	...	...	...	...
60	Garden produce ...	6,442	12,775	...	...	49 7 0	...	...	...	...	...	...
26	Pottery ...	552	6,375	...	...	23 7 0	...	...	...	...	...	...
43	Salt ...	84,293	16,875	...	...	79 9 6	...	...	...	...	...	...
23	Silk and indigo ...	1,07,250	4,000	...	...	18 14 6	...	...	...	...	...	...
1	Jute ...	300	325	...	...	1 3 6	...	...	...	...	...	...
9	Straw ...	62	675	...	...	8 0 6	...	...	...	...	...	...
33	Tobacco ...	38,908	10,675	...	...	49 7 0	...	...	...	...	...	...
12	Tiles ...	120	2,175	...	...	8 9 6	...	...	...	...	...	...
1	Shooting ...	58	525	...	...	2 10 0	...	...	...	...	...	...
1	Rafts of timber ...	20	76,375	...	...	0 4 0	...	...	...	...	...	...
407	Empty ...	...	76,375	...	...	303 8 9	...	...	...	...	...	...
703	Passengers ...	...	No. 8,415	...	...	80 16 3	...	...	...	...	...	...
...	Miscellaneous revenue.	...	...	...	...	25 14 3	...	...	...	...	...	...
1083		5,96,116	2,73,175	9,756	81,668	1,303 3 0	1083		5,96,116	9,756	81,668	1,303 3 0			

The tonnage shown above is that of the boats and not of the cargo.

No. 38

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 20, 1871.

OFFICIAL PAPERS.

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Report on the State of the Salt Market for the 1st Quarter of 1871-72.

From F. B. PEACOCK, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces, to the Officiating Secretary to the Government of Bengal, Revenue Department,—
(No. 378C., dated the 1st September 1871.)

I AM directed by the Member in charge to submit the following report on the state of the salt market for the 1st quarter of 1871-72, comprising the months of April,

A. MOYER, Esq., C.A.

May, and June last.

2. The quantity of Government salt sold at the Presidency under whole-sale rowannahs, amounted to 5,110 maunds, as shown in the margin, giving a monthly average of mds. 1,703 against 962 maunds in the preceding quarter. The whole of this quantity represents the clearances from the Hidgelee stocks.

	Mds.
April	1,985
May	1,845
June	1,280
Total	5,110

3. The sales of Government salt at Pooree amounted to 300 maunds only against 2,132 maunds in the preceding quarter, and 8,300 maunds in the corresponding quarter of 1870-71. The falling off in the clearances during the quarter under review is attributable to the second of the two causes ascribed in paragraph 3 of the report for the previous quarter, for the decline in that quarter.

4. The quantities of excise salt sold in Cuttack, Balasore and Pooree, and the 24-Pergunnahs from the stocks of the different seasons, and the quantities which remained in store at the close of the quarter, are shown in the following statement:—

	CUTTACK.		BALASORE.				POOREE.		24-PERGUNNAHS.	
	MANUFACTURE OF		MANUFACTURE OF				MANUFACTURE OF		MANUFACTURE OF	
	1866-70.	1870-71.	1867-68.	1868-69.	1869-70.	1870-71.	1866-70.	1870-71.	1866-70.	1870-71.
	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.
Balance at close of last quarter ...	30,731 32	22,373 10	820 10	8,300 21	79,723 16½	88,620 30	2,49,715 3	.....	3,403 0	10,739 10
Manufactured during the quarter	.....	21,742 10	.....	.....	10* 0	53,006 30	.....	30,480 30	.....	3,285 30
Total ...	30,731 32	44,115 20	820 10	8,300 21	79,733 16½	1,41,627 20	2,49,715 3	30,480 30	3,403 0	14,025 0
Deduct—										
Quantity sold during the quarter	8,245 0	.....	.....	2,360 0	21,365 35	2,558 0	53,132 0	.....	2,000 0	.....
Wastage	.....	.....	820 10	.....	.....	18 4	.....	.....	.....	.....
Total ...	8,245 0	.....	820 10	2,360 0	21,365 35	2,576 4	53,132 0	.....	2,000 0	.....
Balance at close of quarter	31,486 32	44,115 20	.....	6,940 21	58,367 21½	1,39,051 16½	1,96,583 3	30,480 30	1,403 0	14,025 0

It will be observed from the above that the total clearances of excise salt during the quarter amounted to 89,661 maunds against 71,123 maunds in the previous quarter, and 30,037 maunds in the corresponding quarter of 1870-71. The clearances in Pooree still continue to increase. The sales having been 53,132, as shown in the foregoing table, against 35,977 in the preceding quarter.

5. The subjoined statement shews comparatively the total importations into the port of Calcutta, and the total clearances of sea-imported salt during the quarter, and the corresponding quarter of the two preceding years:—

DESCRIPTION OF SALT.	1ST QUARTER OF 1866-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Liverpool Pungah ...	14,53,320	10,06,100	6,98,835	9,74,732	20,33,029	12,34,924
Foreign Kurkutch ...	1,18,400	91,103	63,716	60,885	40,186	28,157
Indian Ditto ...	5,84,518	2,15,999	3,44,706	2,20,669	1,63,160	1,95,977
Ceylon Ditto ...	.....	5,166	.....	5,710	.....	4,310
Total ...	21,56,238	12,18,368	11,07,257	12,67,997	22,36,365	14,63,668

6. The following are the details of the Indian Kurkutch salt shown above:—

FROM WHENCE IMPORTED.	1ST QUARTER OF 1866-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Kurrachee ...	27,630	.....	43,556	650	.....	38,200
Bombay ...	4,23,609	1,68,163	1,65,630	1,53,211	53,370	1,91,124
Madras ...	66,638	66,786	19,020	63,258	37,600	36,633
Ennore ...	33,993	1,100	.....	6,250	.....	.....
Covelong ...	27,600	.....	1,16,509	.....	72,980	.....
Kakapally ...	5,040	.....	.....	.....	.....	.....
Total ...	5,84,518	2,15,999	3,44,706	2,20,669	1,63,160	1,95,977

* Excess found on clearance of storage.

7. The following table shows the total quantity of sea-imported salt remaining in the warehouses at the close of the quarter as compared with the previous three quarters :—

WHERE STORED.				2nd quarter of 1870-71.	3rd quarter of 1870-71.	4th quarter of 1870-71.	1st quarter of 1871-72.
				Mds.	Mds.	Mds.	Mds.
Sulkea Government golahs	...	...	...	15,54,290	20,57,741	17,60,769	21,60,281
Ditto private golahs	...	...	...	48,400	48,400	24,328	21,017
Ghassary golahs	...	...	...	1,42,611	1,37,811	1,30,288	1,25,287
Seehpore ditto	...	...	...	74,282	69,282	67,076	88,078
Calcutta ditto	...	...	...	2,261	1,150	1,150	...
Chittagong Government golahs	...	...	...	2,39,739	2,14,498	1,75,081	1,22,832
Total				20,61,573	25,38,880	21,48,587	25,17,440

8. The following table exhibits the despatches of salt from Calcutta by water and the three railways *via* the several salt-pass stations into the interior of the country, both east and west of the river Hooghly, during the quarter under review, and the corresponding quarter of the two preceding years :—

Period.	<i>Via</i> Ballikhal.	<i>Via</i> Sankrail.	<i>Via</i> Gowa- khalee.	<i>Via</i> Kidder- pore.	<i>Via</i> Ballia- ghatta.	By the East Indian Railway.	By the East- ern Bengal Railway.	By the Cal- cutta and S. E. Railway.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
First quarter of 1869-70 ...	2,38,487	1,12,078	99,240	75,107	3,51,536	3,02,288	12,404	111
Ditto 1870-71 ...	2,54,149	1,09,823	95,336	80,406	3,49,324	2,99,867	12,498	17
Ditto 1871-72 ...	4,04,699	1,33,491	1,22,250	78,306	4,64,634	2,95,995	14,283	34

The quantity of salt despatched by the East Indian Railway to stations beyond Buxar in the quarter under review amounted to 7,780 maunds against 3,950-10 maunds in the preceding quarter, and 4,942 maunds in the corresponding quarter of 1870-71.

9. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows :—

	Tons.
April	... 23,292
May	... 14,448
June	... 18,917

No shipments were reported for Chittagong.

10. The prevailing market prices per hundred maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter under report, as compared with those which obtained at the same periods of last year, are shown in the following statement :—

DESCRIPTION OF SALT.	Prices on 15th April.		Prices on 30th April.		Prices on 15th May.		Prices on 31st May.		Prices on 15th June.		Prices on 30th June.	
	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Liverpool Pangah	59	54	78	61	70	60	77	55	78	54	74	63
French Kurkutch	66	57	66	58	66	58	65	60	66	60	65	60
Jeddah ditto	85	84	85	83	85	83	85	84	87	83	90	83
Ceylon ditto	52	48	52	55	52	55	53	55	53	55	53	55
Scinde ditto	50	35	50	34	40	35	45	35	45	35	45	35
Bombay ditto	34	36	31	38	31	43	31	43	39	43	39	42
Madras ditto	46	48	44	47	49	48	50	47	49	47	49	46

11. The following statement exhibits the total quantities of salt that were available for the private export trade at the several depôts in the Madras Presidency on the first day of each of the three months constituting the present quarter, and the corresponding quarters of 1868-69 and 1869-70 :—

Month.					1868-69.	1869-70.	1870-71.
April	...	...	...	...	8,68,370	7,80,630	6,49,117
May	...	...	...	...	8,24,097	7,80,630	6,41,458
June	...	...	...	...	7,89,975	7,80,630	6,24,142

12. The following statement shows the quantities of sea-imported salt admitted into bond and cleared from bond and ship-board at Chittagong, during the quarter under review, and the corresponding quarter of 1870-71. No transactions in sea-imported salt have been reported for the quarter from any of the Orissa ports :—

DESCRIPTION OF SALT.				ADMITTED INTO BOND.		CLEARANCES.	
				1870-71.	1871-72.	1870-71.	1871-72.
Liverpool Pungah	...	...	...	50,812	.....	54,358	43,864
Madras Kurkutch	...	...	...	.....	.....	8,827	2,612
Bremen Pungah	...	...	...	.....	.....	.....	4,848
Foreign Kurkutch	...	...	...	12,144	.....	140	.....
Total	...	...	...	62,956	.....	58,325	51,424

13. With reference to the delay of two months after the close of the quarter for which it is drawn, in the submission of this report, I am to explain that it has hitherto been the practice, before accepting the figures furnished by district officers representing the clearances of both Government and private salt, to verify them with those furnished by the Accountant-General in a statement showing the realizations from such clearances. This statement the Accountant-General is unable to submit before the second month after the close of that for which it is prepared, and the compilation of the Board's report is therefore delayed. It appears, however, to Mr. Money that any such verification as above mentioned, of the district figures, is unnecessary, seeing that the discrepancies which occur are of slight consequence. The Board's salt quarterly reports will accordingly be drawn up in future, immediately on receipt of the district returns.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 16th September 1871.

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhangulpore	... Sept. 15th	2.3	Rainy and favorable.	Very good, except where destroyed by floods, where several persons are in distress: the river risen again 5 or 6 inches.	No information.
2	Monghyr	... „ 16th	*	Seasonable	Considerable portion of the crops destroyed by floods. River falling.	
3	Purneah	... „ 2nd	3.3	Rain and sun	Good where inundation has not extended.	
4	Rajmehal	... „ 16th	.....	Very rainy	No change in rice crops. Hill Jenera affected by excessive rain.
5	Deoghur	... „ 16th	2.9	Unfavorable	Cold weather crops being damaged by excessive rain. Rice as before.	† No rain gauge. Cattle disease virulent.
6	Nya Doomka	... „ 16th	4.0	Rainy and very moist.	High land rice good; low land injured by excessive rain.	
7	Godda	... „ 16th	†	Favorable and healthy.	Rice very good.	
8	Pakour.	... „ 16th	†	Favorable and healthy.	Rice very good.	
9	Jamtara	... „ 15th	2.2	Very rainy	Good; low land rice suffering from too much rain.	Waters subsiding and fever prevailing.
10	Patna	... „ 16th	1.7	Rainy and cloudy	Generally good; but in some places considerably damaged by floods.	
11	Gya	... „ 16th	1.5	Seasonable	Rice promising.	
12	Chumparun.	... „ 16th	1.5	Seasonable	Rice promising.	
13	Sarun.	... „ 16th	2.4	Rainy	Rice promises well.	The river is going down slowly but steadily.
14	Shahabad	... „ 16th	2.4	Rainy	All sorts of crops have suffered either from inundations or excessive rainfall.	
15	Tirhoot	... „ 16th	4.8	Rainy and cloudy	Low land Ous more than half destroyed. Amun safe yet.	
16	Rajshahye	... „ 14th	2.3	Rainy	Favorable.	
17	Bogra.	... „ 16th	5.5	Rain, thunder, and lightning.	In some places $\frac{2}{3}$ ths of the Bhadoi and $\frac{1}{2}$ of Amun have been destroyed by inundation; the rest fair.	The river is going down slowly but steadily.
18	Dinapore	... „ 16th	5.5	Rain, thunder, and lightning.	Same as last week; but the heavy showers may injure the Amun crops.	
19	Maldah	... „ 15th	3.6	Rainy	Ous and Amun much damaged by floods, but what has escaped is very promising.	
20	Moorsheadabad	... „ 16th	3.8	Very rainy	Both Ous and Amun damaged; sugar-cane not good.	
21	Pubna	... „ 16th	7.4	Seasonable	Ous and Amun slightly injured by rain.	The river is going down slowly but steadily.
22	Rungpore.	... „ 16th	3.0	Rainy and cloudy	Crops suffering from want of sun and excess of rain.	
23	Burdwan	... „ 16th	3.0	Rainy and cloudy	Ous good and nearly reaped. Amun in many places injured by floods.	
24	Bancoorah	... „ 16th	6.0	Hot and rainy	Floods have caused very considerable damage to the crops.	
25	Beerbhoom	... „ 16th	5.8	Constant heavy rain.	Good.	The river is going down slowly but steadily.
26	Hooghly	... „ 16th	2.1	Fair and rainy	Crops much damaged by floods; water gradually going down.	
27	Howrah	... „ 16th	7.1	Favorable	Much brighter; waters subsiding. Much of the Amun escaped destruction by the water being timely drained off.	
28	Midnapore	... „ 16th	2.2	Rainy		
29	Nuddea	... „ 16th	2.2	Rainy		
30	Jessore	... „ 15th	2.1	Cool and cloudy		